

IN RE:
PUBLIC MEETING
FOR
STATE PROJECT 700-18-0014 (ENGINEERING)
STATE PROJECT 6-01-0012 (CONSTRUCTION)

HUEY P. LONG BRIDGE WIDENING

ROUTE U.S. 90

JEFFERSON PARISH

Transcription of Public Meeting in the
above-referenced cause held at the Alario Center,
2000 Segnette Boulevard, Westwego, Louisiana, held
on Tuesday, June 24, 2003, commencing at 6:00 p.m.
and concluding at 8:07, p.m.

REPORTED BY: JANE BORRELLO-LAMERE
Certified Court Reporter

1 P R O C E E D I N G S

2 (Public Meeting commencing at 6:00 p.m., C.D.T.)

3 MS. JAN GRENFELL:

4 Good evening. Would everyone
5 please be seated? Good evening. My name is Jan
6 Grenfell. I'm an Environmental Impact Manager with
7 the Department of Transportation and Development.
8 And on behalf of the Department I would like to
9 welcome you here this evening to the proposed
10 widening of the Huey P. Long Bridge in Jefferson
11 Parish.

12 I would like to begin by introducing
13 the staff present here this evening. From
14 D.O.T.D.'s Bridge Design section we have Mr. Ray
15 Mumphrey. From D.O.T.D.'s Road Design section we
16 have Mr. Richard Savoie. Our Deputy Secretary, Mr.
17 Blaise Carriere, is present this evening. From our
18 District 2 real estate office we have Mr. Paul
19 Charron also in the back. And we have staff here
20 from two consulting firms: Modjeski & Masters and
21 Coastal Environment, Incorporated. From the firm of
22 Modjeski & Masters we have Mr. William Conway, Mr.
23 Bruce Peterson, and Ms. Martha Sternitzke, and
24 Jeremy Martin at the sign-in table. And from the
25 consulting firm of C.E.I. we have Ms. Karen Wicker

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 and Mr. Ed Fike.

2 Are there elected officials present
3 this evening who would like to introduce themselves?

4 COUNCILMAN NICK GIAMBELLUCA:

5 I am Councilman Nick Giambelluca
6 from Jefferson Parish. Thank you.

7 MS. JAN GRENFELL:

8 Thank you. Are there any other
9 elected officials who would like to be recognized?

10 (No response).

11 MS. JAN GRENFELL:

12 Thank you. I now would like to go
13 over the format and agenda for this evening's
14 meeting. Shortly Mr. Bill Conway with Modjeski &
15 Masters will give a technical presentation to
16 describe to you the proposed project. We will then
17 recess for about 20 minutes so that you can look at
18 the exhibits and ask questions of the staff present
19 this evening. Following this recess we will have a
20 question and answer part of the meeting. If you
21 wish to speak at that part, during that question and
22 answer, please fill out a statement card like the
23 one I have in my hand. We have these available at
24 the entrance table. If you would like to speak,
25 please fill one out and turn it in either to me or

1 at the entrance table. And I will call on everyone
2 who turns in a statement card.

3 Because this meeting is recorded I ask
4 that everyone who speaks during that period come up
5 to the microphone and speak clearly into the mike so
6 we can accurately transcribe your concerns. Whether
7 or not you make a verbal statement tonight, you may
8 make a written statement to the Department. We have
9 a form that you can use. It is the last page on our
10 handout. And whether or not you use the form, our
11 address, our mailing address is on the back of the
12 form. All of the written statements that we receive
13 tonight and within ten days of this meeting will
14 become part of the transcript of this meeting. If
15 you would like to turn in a form tonight we do have
16 a box at the sign-in table that you can use. It's
17 marked. Mr. Conway?

18 MR. WILLIAM CONWAY:

19 Thank you, Jan. Over here on the
20 screen to my right is a picture at the top of the
21 Huey Long Bridge as it presently is, and toward the
22 bottom is a picture of the Huey Long Bridge as we
23 intend it to be after the widening. And you will
24 see that picture, or variations of those pictures
25 throughout this presentation. Now, why are we

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 widening this -- why are we doing this job? Well,
2 we're trying to increase the traffic capacity of
3 this facility, we're also improving the traffic
4 efficiency, and we are trying to improve safety in
5 this corridor. How's it being done? We'll, we're
6 widening the roadway from two lanes to three lanes
7 in each direction. We're grade separating
8 interchanges on each side of the river and we're
9 widening and reconstructing the approach roadways.
10 Now, what's going to be the result? The result is
11 that the theoretical capacity of the bridge, of the
12 facility, will double, or very nearly double. The
13 traffic flow to and from -- up on the bridge is
14 being improved. The traffic flow at ground level,
15 Bridge City Avenue and Jefferson Highway, will also
16 be improved and safety will be enhanced in the
17 entire facility.

18 Let's look in the background of the
19 bridge. Here is the existing bridge as it appears
20 today. It's a combined railroad/highway bridge.
21 It's got two tracks and it's got four lanes; four
22 nine-foot lanes. The bridge was built, completed,
23 back in 1935. It then was arguably the largest,
24 longest railroad bridge in the world. It still
25 keeps perhaps a part of that title, but there are

1 larger railroad bridges that have been built since;
2 but it's still a very large railroad structure.

3 Now, the bridge has the capacity to
4 carry more loads than we're putting on it. It is
5 very heavily built. It carries the biggest modern
6 traffic load, railroad load that exists and it has
7 many years of service remaining.

8 Now, there have been various studies on
9 this project and it started back in 1982. In 1982
10 there was a study of a new bridge in this corridor.
11 In fact there was a study of five different
12 alternatives. And that study was completed but it
13 was never implemented because of the high cost of
14 the facility and the large amount of property taking
15 that would have been caused by the facility. So the
16 project then was dropped.

17 Now, in 1986 my firm was engaged by the
18 Highway Department to study the feasibility of
19 widening the existing bridge, and we began with a
20 24-foot widening. The existing lanes, by the way,
21 the existing roadways are only 18-feet wide. We
22 studied a 24-foot widening, a 28-foot widening, a
23 34-foot widening, and a 40-foot widening and
24 produced a report, a feasibility report to the
25 Highway Department. Now, by widening this bridge we

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 expected to achieve a facility that would have
2 enhanced traffic capacity and we could do it at a
3 cost which was significantly less than building a
4 new bridge, and we thought we could have
5 significantly less environmental impact,
6 significantly less property impact, and we could
7 basically reuse the existing right of way to its
8 fullest and have a new facility with new capacity.
9 We published that final report in 1988.

10 In October of 1990 a geotechnical
11 investigation was completed by Eustis Engineering
12 Company that concluded that we could reuse the
13 existing piers, or to be specific, that the existing
14 piers had the capacity to carry additional loads,
15 the loads that would be generated by widened
16 roadways.

17 Let me just take an aside here to say
18 that railroad loading is much much heavier than the
19 highway loading, and therefore this bridge which
20 carries two railroad tracks has the capacity to
21 carry significantly more highway traffic without
22 really suffering any new stresses. It is a very
23 heavily built bridge.

24 To continue with the background, 1992
25 and '96 preliminary designs were prepared for the

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 main bridge, line and grade studies were made at the
2 approaches, and we made a fatigue evaluation of the
3 main bridge. And what do I mean by "fatigue
4 evaluation"? We basically determined whether the
5 bridge had remaining fatigue life sufficient to
6 justify an investment in widening, and we determined
7 that it did. Then from -- there was a hiatus
8 between 1996 and 1999 while the Department basically
9 arranged enough funding to go forward with the
10 project. 1999 to 2000 we investigated not a 40-foot
11 widening but whether we could go to a 43-foot
12 widening, and we started the environmental process.
13 In 2000 there was a public meeting and many of you
14 probably attended that public meeting. It was in
15 this same venue and we had some very similar
16 exhibits to those that you have seen today. And
17 then from 2001 to the present day we, the
18 consultants for the Highway Department, we're doing
19 the final design of the main bridge, we're in the
20 midst of the environmental processing, and we're
21 doing additional line grade studies of the
22 approaches; one of which we're looking at tonight,
23 this W-3 which we're going to see in a moment.

24 Let's look at the main bridge. Here is
25 the cross section of the widened bridge at the pier

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 and it is on one of the boards in the back that you
2 have been able to see. Here is the widened bridge
3 near mid span. Here is the widened bridge. And
4 you'll notice that there are two new trusses. Here
5 are the existing trusses. And there are two new
6 trusses on the outside, so that what one may see a
7 two-truss single-barrel bridge becomes a four-truss
8 three-barrel bridge.

9 Now, what are the features of the main
10 bridge? The pier foundation to re-use. We have
11 explored this, as I said earlier, and we found that
12 the foundation was sufficient to carry the loads, so
13 the pier foundations are not modified. The bridge
14 piers are modified and strengthened with concrete
15 infill encasement and brackets. Two new trusses are
16 added parallel to the existing trusses, and the
17 roadways were widened from 18 feet, two nine-foot
18 lanes, to 43 feet. The proposed roadway will be
19 three 11-foot lanes (that's 33 feet), an eight-foot
20 shoulder on the right, and a two-foot offset on the
21 left. And that adds up to 43 feet.

22 What will all of this cost? 108
23 million is our current estimate of the current cost.
24 Will the traffic be maintained? We believe the
25 bridge can be maintained with marine traffic

1 maintained a hundred percent of the time, rail
2 traffic maintained a hundred percent of the time,
3 and vehicular traffic maintained in some form or
4 other most of the time. And I want to show you how
5 that's going to be done. Here is a slide that shows
6 seven stages of maintenance of traffic. Again, it's
7 repeated in the back. And we're going to show each
8 stage individually.

9 This is Stage 1 which is essentially
10 the bridge as it exists today. That is a cantilever
11 bracket. This is a cantilever bracket and two
12 autos on an 18-foot roadway, two nine-foot lanes.

13 Stage 2, we take off the -- well, first
14 we restrict traffic to a single lane during this
15 stage while we take off the -- I'm sorry. Bruce,
16 put it back. I pressed the wrong button. While we
17 take off the sidewalk and the railing that existed
18 out here and replace it with a steel media, a steel
19 barrier, that barrier will serve while we build on
20 out in this direction. So, during that operation we
21 will restrict traffic to a single lane in each
22 direction. That operation, by the way, is estimated
23 to be on the order of some weeks, perhaps as many as
24 eight weeks.

25 Here is Stage 3. Traffic is now running

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 on the same place we had before and there are two
2 nine-foot lanes protected by this barrier and we
3 extend them with the existing floor beam to a new
4 truss which is constructed here.

5 Stage 4, we construct a new roadway out
6 on that floor beam. This is the new roadway. And I
7 can't quite see it, but I think that roadway says
8 "20 feet wide" over there. Traffic stays on the old
9 roadway until the next stage. Now we move traffic
10 to that new roadway and we can allow two ten-foot
11 lanes now for that traffic over there. Now we take
12 the old roadway off of here, this area, and go to
13 the next stage. We build the remaining portion of
14 the new roadway in that area that we've vacated, and
15 finally we come to the last stage where the 43-foot
16 roadway is complete and we can accommodate three
17 lanes of traffic. That essentially is how the main
18 bridge is built.

19 Now, what about the approaches? Well,
20 we had the September 2000 public meeting. At that
21 time there were four alternatives: We had
22 alternative W-1, W-2, and E1-A and E1-B. W-1, which
23 appears here today, was revised. This is W-1 up
24 here (indicating) at this board. It was revised to
25 reduce costs. We have tightened up the right-of-way

1 a little bit. W-2 was dropped. W-2 was dropped
2 because it was non cost competitive. It was getting
3 too costly. Over here on this board to my left,
4 E1-A was revised to reduce costs. The geometry was
5 tightened and we reexamined properties and minimized
6 the right-of-way takings to reduce costs.

7 E1-B, which was one of the original
8 studies over here on the eastbank, was dropped. It
9 did not satisfy the objectives of the project which
10 was to enhance traffic. E1-B just didn't do the job
11 that we wanted done.

12 And a new study was then added, W-3,
13 which is on the board in the back. And W-3 is now
14 one of the two westbank alternatives. So, there are
15 now two westbank alternatives, W-1 and W-3; one
16 eastbank alternative, E1-A, and, as always, a
17 do-nothing alternative.

18 Now, what is a do-nothing alternative?
19 Well, a do-nothing alternative is just that, no new
20 construction, no widening of the main bridge, no
21 elimination of the traffic signals, and essentially
22 the status quo, just as we've got it now.

23 One other thing. What are the features
24 of the westbank alternatives we're starting over
25 there? Well, there are three lanes on both of these

1 alternatives from the bridge down to the set of
2 grade-separation ramps that reach the ground at
3 Bridge City Avenue. And then there are two lanes
4 from the -- in each direction from those ramps out
5 to the west to ground level. U.S. 90 is elevated
6 over Bridge City Avenue. Bridge City Avenue is
7 improved and put on straight alignment with the
8 divided roadway, two lanes in each direction. Those
9 features are common to both W-1 and W-3.

10 Now, what are the special features of
11 W-1? Well, the project W-1, if this laser will
12 shoot over there, W-1 ends prior to the U.S. 90/
13 LA-18 intersection; that is, the project ends on the
14 river side of the LA-18 intersection and there is no
15 change to the U.S. 90/LA-18 intersection. The
16 project footprint is wider than the other one, W-3.
17 And the alignment, however, of W-1 has been
18 developed so as to permit future improvements on
19 U.S. 90. W-3, on the other hand, the end of that
20 project, W-3 is the board in the back, the end of
21 that project is at the U.S. 90 overpass. W-1, the
22 project ends short of LA-18 and doesn't get to the
23 U.S. 90 overpass. In W-3 it does. The LA-18
24 intersection with U.S. 90 is divided, it is rebuilt,
25 several additional lanes are added. The project

1 footprint of W-3 is more compact, the alignment is
2 streamlined, it has less private right-of-way
3 requirements, but it has the potential disadvantage
4 of future improvements to U.S. 90 are restricted at
5 the LA-18 intersection.

6 Let's look at the westbank impacts in
7 tabular form. The estimated right-of-way for W-1 is
8 17.1 one acres, it has half an acre of public
9 right-of-way impacted, and 23.1 acres of the
10 railroad impacted. W-3 on the other hand has only
11 six acres of private right-of-way required, 1.1
12 acres public right-of-way impacted, and 33.9 acres
13 of railroad property that are impacted. In terms of
14 relocations, W-1 has a total of ten relocations:
15 Seven singles, two doubles, and one multiple. Seven
16 singles, two doubles, and one multiple; a total of
17 ten relocations residential and 14 business
18 relocations. W-3 on the other hand has one single
19 relocation residential and 14 business relocations.

20 Let's look at the cost. The cost of
21 W-1 and W-3, if you take and compare, they're
22 virtually the same. The real estate cost of W-1 is
23 greater, eight million three. It has a construction
24 cost of 58 million five, estimated, for a total of
25 66 million 800 thousand. W-3 on the other hand has

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 a lower real estate cost, five million three, a
2 construction cost of 61 million 800 thousand, for a
3 total estimated cost of 67 million 100 thousand.
4 Virtually a wash; they're both the same.

5 Let's look now at the eastbank
6 alternative. That's this board over here to my
7 left, your right. The beginning of the project on
8 Clearview Parkway is near Mounes Street, two lanes
9 from ground level at or near Mounes Street to the
10 grade separation ramps which cross Jefferson
11 Highway, three lanes from grade separation ramps to
12 the bridge, and Clearview Parkway is elevated over
13 Jefferson Highway. Jefferson Highway overpasses
14 have been removed, existing overpasses. It is a
15 conventional intersection. There are provisions not
16 seen readily here, but there are provisions for a
17 future fly-over ramp which will take Jefferson
18 Highway traffic directly onto westbank bound bridge
19 traffic. The provisions are being built in but the
20 ramp's not being built as part of this project. As
21 an aside, the East Corporate Drive and Mounes Street
22 intersections are still under some study.

23 Now, what are the impacts on the
24 eastbank? Well, we only have this one alternative,
25 E1-A. It has 5.7 acres of private right-of-way to

1 be acquired, less than one-tenth of an acre of
2 public right-of-way impact, and 15.6 acres of
3 railroad property impacted. It has zero residential
4 relocations, takings, and nine business takings.
5 What are the costs? The costs, eastbank costs,
6 alternative E1-A has a real estate cost of 19
7 million 400 thousand. Those nine takings are
8 valuable takings and the cost, the estimated costs
9 are 19,400,000. It has a construction cost of 65
10 million 100 thousand for a total of 84 million 500
11 thousand. There in a nutshell is the Huey P. Long
12 widening project. Jan?

13 MS. JAN GRENFELL:

14 Thank you. I would also like to
15 introduce someone else here this evening. We have
16 Mr. David Frank from the U.S. Coast Guard. A Coast
17 Guard permit will be required for the construction
18 of this project, and the Coast Guard is serving as a
19 lead federal agency. I would like to go ahead and
20 call a recess. Again, if you like to speak after
21 the recess during the question-and-answer part of
22 the meeting, please fill out a statement card and
23 turn it in to me or to the entrance table. I will
24 go ahead and call a recess for 20 minutes. Thank
25 you.

1 (Brief recess).

2 MS. JAN GRENFELL:

3 Would everyone please be seated?

4 I would like to remind everyone to come up to the
5 mike to make your statements. The first card I have
6 is from Mike Matherne.

7 MR. MIKE MATHERNE:

8 I'm Mike Matherne. My question
9 is, you know, right now we have two lanes and we're
10 proposing an addition of one lane. Is that going to
11 be sufficient and for how long? And should we go
12 like four more lanes or something?

13 MR. WILLIAM CONWAY:

14 Mike, we're doing as wide as we
15 think we can do on the existing bridge; however, the
16 capacity of the two nine-foot lanes we have there
17 now, actually the four lanes, two lanes in each
18 direction, is probably only about 55,000 vehicles
19 per day, which is about what it's running now. And
20 yet the capacity of six good lanes with shoulders is
21 way way up above that. I think in my slide I said
22 this would double, or virtually double capacity. We
23 think it will be up in the hundred thousand range,
24 110,000 range. So, there will be a significant
25 benefit to capacity, even though technically it's

1 only two goes to three or four goes to six.

2 MR. MIKE MATHERNE:

3 Thank you.

4 MS. JAN GRENFELL:

5 Thank you. Keith Kiraly, Rock 'n
6 Roll Auto Sales.

7 MR. KEITH KIRALY:

8 Although I seem to be losing all
9 of my business, I do think it is the best thing for
10 the westbank and eastbank of Jefferson Parish. I
11 think it's long overdue. I hate to lose what I
12 built, but I do think it is the best thing we need
13 to do. Okay? That's all the time that I have.

14 MS. JAN GRENFELL:

15 Thank you. Carolyn Dupre?

16 MS. CAROLYN DUPRE:

17 Okay. I have three concerns, two
18 which I feel are rather pertinent to the people who
19 will be living there after the properties have been
20 bought. The first thing is, I understand from
21 speaking to someone who was involved in the
22 litigation after the Crescent City Connection was
23 built, the houses that were left remaining that
24 could not be purchased for easement suffered damage
25 to pile drivings and were never compensated. Well,

 BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 sometimes from what I understand.

2 My second issue is a law was just
3 passed this past legislative session making it
4 mandatory for all work on major road projects to be
5 done at night and off hours. We'll be working
6 during (inaudible) and I sleep at night. What kind
7 of provision is going to be made for that? And
8 also, how will these changes incorporate I-49 that
9 is planned in the future?

10 MR. WILLIAM CONWAY:

11 First, to answer your first
12 question, one of the standard procedures that will
13 be used on this project is to catalog conditions of
14 all of the houses along the right-of-way. We've
15 done it on some other projects that we've been
16 involved in and it's very appropriate to -- because
17 it documents the condition of the houses and then it
18 documents clearly what if anything happened during
19 the construction, pile driving, earth moving, and it
20 makes a clear case, for or against, for damages to a
21 person, to the house. And we would expect to follow
22 that procedure on this project. Your second
23 questions had to do with I-49. No, that was the
24 third question.

25 MS. CAROLYN DUPRE:

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 About off-hours work.

2 MR. WILLIAM CONWAY:

3 Oh, the second question had to do
4 with the time of construction, working only at
5 night. And I don't think that's going to happen. I
6 think there's going to be work mainly during the
7 daylight hours. There will be some work that will
8 be done at night so as to minimize traffic
9 disruption.

10 MS. CAROLYN DUPRE:

11 And that will be in compliance
12 with the new law that was passed? I understand the
13 --

14 MR. WILLIAM CONWAY:

15 I'm not sure I'm aware of a law
16 that requires construction --

17 MS. CAROLYN DUPRE:

18 It just passed in this
19 legislature.

20 MR. WILLIAM CONWAY:

21 Well, if there is a such a law we
22 will have to comply with it. I don't think it's
23 particularly wise. Anyway, your third question had
24 to do with I-49. And either of these, both of these
25 westbank alternatives would connect I-49. The

1 distinction is that the W-1 alternative is set up to
2 make a high-speed expressway in connection to I-49,
3 if it ever came to this point, and W-3 to make a
4 lesser high-speed connection, a lower-speed
5 connection.

6 MS. CAROLYN DUPRE:

7 Okay. Thank you.

8 MS. JAN GRENFELL:

9 Nick Giambelluca?

10 COUNCILMAN NICK GIAMBELLUCA:

11 I'm Councilman Giambelluca of
12 Jefferson Parish, District 6, and I'll be running
13 for At Large. You know, looking at your plans and
14 watching and looking at the studies that you have
15 made over the years goes back to what happens in the
16 Parish where we do study after study after study and
17 lots of people get rich over it but we never get
18 what we're studying for. I hope with the expansion
19 of the bridge and the widening to three standard
20 lanes that we'll get that done. And then after
21 that, then we need to move forward and expand the
22 westbank. But where is the money? Can we get it?
23 Because a lot of times, like I said, you have these
24 studies and they continue, and they get a million
25 dollars for a study and nothing is done. Looking at

1 your past record over the years you've been having
2 these studies, nothing's done. If you're going to
3 do it, it has to be done now. The money is
4 available. And, I guess: Where and how are we
5 going to get the money?

6 MR. WILLIAM CONWAY:

7 I think perhaps Mr. Carriere can
8 speak better than I for the Department, but I
9 believe that the money is in hand, that the TIMED
10 money for this project is poised to be bonded and
11 that the project is expected to start late in 2004,
12 actual construction.

13 COUNCILMAN NICK GIAMBELLUCA:

14 Well, I'm certainly looking
15 forward to it.

16 MR. BLAISE CARRIERE:

17 Councilman Giambelluca, my name is
18 Blaise Carriere, I'm Deputy Secretary of the
19 Department of Transportation and Development. This
20 project is being constructed as one of the 16
21 enumerated projects from the TIME Program. Some of
22 you all that might be as old as I am remember back
23 in 1989 you voted on the TIME Program which
24 increased the fuel tax by four cents per gallon.
25 That's dedicated to 16 projects, one of which is the

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 Huey Long Widening Project. The Secretary, Dr.
2 Movassaghi, set us on a course about two years ago
3 trying to finish all of the incomplete TIME Projects
4 before the end of this decade. And essentially
5 what we're doing is building the project just like
6 you're buying your house. We have a fairly steady,
7 reliable income stream with 12 years of history of
8 what the four cents per gallon has yielded. We are
9 using that income stream, going to the bank in a
10 sense, to the stock market or to the bond market in
11 New York and using the pledge of the four-cent fuel
12 tax which is dedicated to these projects to allow
13 construction to be undertaken and completed before
14 the end of this decade. So, funding is in place.

15 The importance of this meeting tonight
16 is to allow the Coast Guard to hear your comments
17 because the Coast Guard, as we are hopefully going
18 to get a finding of no significant impact from them
19 as to the environmental decision that must be made
20 before we can commence construction. If we had
21 plans in hand today we would start construction
22 tomorrow. We can't do that until the Coast Guard
23 gives us that clearance to go. This is a very very
24 significant meeting tonight and your comments will
25 be part of that record on which they have to make

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 that decision as to what we're going to do.

2 The numbers that Mr. Conway recited
3 earlier roughly totalled 260 million dollars. This
4 project can be funded and is funded through that
5 fuel tax and the sale of bonds. You will be paying
6 four cents per gallon until those bonds are retired
7 and is estimated to be in the year 2030. If we tried
8 to build these projects like we had been doing in
9 the past on the pay-as-you-go, collect roughly 115
10 million dollars per year which is what the four
11 cents yields, this project was originally scheduled
12 to be constructed in the late twenty teens, 2018,
13 2020. I don't think that's the course that you
14 think is practical nor did the Secretary think it's
15 practical. So, by taking the homeowner's approach
16 and build all these projects before the end of this
17 decade; this is one of them. And the other big
18 bridge is St. Francisville in East Baton Rouge and
19 West Feliciana Parish, Point Coupee Parish, and the
20 Florida Avenue crossing at the Industrial Canal.
21 Those three projects alone are almost 500 million
22 dollars. And I want to thank you all for buying
23 gasoline, because without you the program doesn't go
24 anywhere. Any other questions?

25 COUNCILMAN NICK GIAMBELLUCA:

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 No, sir. Thank you.

2 MS. JAN GRENFELL:

3 Thank you. Lee Giorgio?

4 MR. LEE GIORGIO:

5 My name is Lee Giorgio. I'm owner
6 of Select Properties Limited in Metairie, Louisiana.
7 I'm also a resident of Jefferson Parish and also in
8 the role of Co-Chairman of Jefferson Parish Land Use
9 Study that's been in progress for approximately two
10 years now. We have been through, for two years we
11 have been hearing public hearings, having public
12 hearings and workshop groups and numerous -- a
13 steering committee, a 24-person steering committee
14 to help make decisions on future land use for the
15 Parish and to keep Jefferson moving. Over and over
16 again throughout that process, through the public,
17 we have heard the encouragement for this project to
18 go forward. The progress of Jefferson Parish is at
19 hand and the fact that it looks like a lot of the
20 redevelopment of Jefferson on the eastbank is more
21 of a redevelopment situation whereas on the westbank
22 it's the future of Jefferson Parish in new
23 development.

24 Now, with that being said we'd like to
25 once again just endorse that this project move as

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 quickly as possible, and anything that can be done
2 to expedite is critical.

3 Some other issues that have come up
4 through the process is the fact of emergency
5 evacuation routes, the future development of I-49,
6 and then, likewise, future economic development
7 growth of Jefferson Parish. So, with that being
8 said, we highly recommend and encourage that this
9 project move forward as expeditiously as possible.
10 Thank you.

11 MS. JAN GRENFELL:

12 Thank you. George Van Houten?

13 MR. GEORGE VAN HOUTEN:

14 My name is George Van Houten. I
15 live at 680 Wiegand Drive in Bridge City. I have
16 been a resident of the westbank for the past 40
17 years and I'm hearing a lot of stuff tonight that
18 really distresses me. Certain issues have not been
19 addressed tonight. One lady came up here tonight and
20 she did, tried to address this issue. This is an
21 environmental impact study. That's what I'm
22 concerned about.

23 First of all, let me say something,
24 there's an old adage that goes back to the Western
25 Frontier: "A man's home is his castle." You

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 threaten my home, you threaten me. And I want you
2 to know that tonight. And I'm going to make this a
3 political issue tonight. We have a councilmanic
4 race in my district coming up, and this is going to
5 be an issue in that district.

6 Now, what am I concerned about? First
7 of all I'm concerned about the environment that I
8 will have to live in during the course of this
9 construction. Noise level, the driving of the
10 pilings, the impact on my home. Will it crack the
11 foundation of my home? And another thing: If my
12 home is damaged, how can I sell a damaged home? I
13 heard a man here tonight say, "Don't worry about
14 that, Mister, I have a buyer for your home." Well,
15 guess what? I accept it now. Buy my home now.
16 Don't wait 'til it's cracked. You buy my home now.
17 I challenge the State of Louisiana tonight. And I'm
18 going to write a complaint to the Coast Guard, and
19 this is a going to be a political issue in the
20 governor's race, too.

21 Let me tell you something: This is my
22 home. I have to live here. All these candidates
23 that's running and politicians, they don't have to
24 live here. There have their own homes away from the
25 impact situation. I'm not going to stand for this.

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 Let me explain something. Many years ago I had a
2 fight with the State Department of Transportation.
3 I can prove it to you. Guess what it was about?
4 They wanted to put repairs on the bridge, close down
5 the Huey P. Long Bridge for two weeks, close it down
6 night and day. I said, "You're not going to get
7 away with that." I talked to the Transportation
8 Secretary. He told me, "I only have to address
9 Governor Foster." I said, "Let me tell you
10 something: You address the people. The people pay
11 your salary, Mister, and the people pay the
12 Governor's salary, too. We elect the Governor." And
13 I want all these gubernatorial candidates in here
14 tonight to know, if they support this I will vote
15 against them. I will vote against them. The
16 Councilmanic district is coming up in District 2.
17 The candidates running, (inaudible), if I have to
18 qualify to run against them, I will. This is going
19 to be an issue here. This is my home. I live here.
20 You don't live here. The Coast Guard doesn't live
21 here. Now, if this is going to go though, buy my
22 home now. Don't wail 'til it's destroyed. Buy my
23 home now. And listen to what I'm telling you, I'm
24 sending you a warning: I will be out there.

25 Now, going back to what I was saying

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 before, he said the bridge was going to be closed.
2 You know what happened? That bridge wasn't closed.
3 I kept it open for two weeks. They did work at
4 night. That was the deal. If you don't believe me,
5 get the Times Picayune. Say one man can't do much;
6 one man can do a lot. You'd be surprised. And I
7 asked all these people here that live next to the
8 bridge: Beware of what's being done tonight. They
9 say it's progress. Nobody's against progress.
10 Sometimes progress is not good. Sometimes it's bad.
11 And when it affects my life and my property, then
12 I'm going to put my life on the line to defend it,
13 just like they did in 1882 with the homesteaders.
14 My home is my castle. Thank you.

15 MS. JAN GRENFELL:

16 Thank you. Pete Chocheles?

17 MR. PETE CHOCHÉLES:

18 I'm Pete Chocheles. I represent
19 Jefferson Parish Economic Development Commission.
20 We're a strong supporter of this project. It's the
21 most important infrastructure project not only in
22 the parish but for the entire state. It opens vast
23 lands of development on the westbank and it improves
24 access to the biggest employer to the city, which is
25 Avondale. But, regardless of all that, we ask

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 D.O.T.D. to take a concern to the residents and the
2 businesses that are affected seriously. And don't
3 be cheap if you have to settle with them. This
4 project is too important to delay for minor havoc.
5 Thank you.

6 MS. JAN GRENFELL:

7 Thank you. Philip Rebowe?

8 MR. PHILIP REBOWE:

9 Yes, I'm Philip Rebowe. I live on
10 the westbank but I work on the eastbank. My son
11 goes to school on the eastbank also. My wife owns a
12 retail business on the westbank and her business
13 depends on eastbank citizens and traffic coming over
14 the Connection and the Huey P. Long. I support this
15 project; I will say that. My concern is traffic.
16 You know, at various times during this project
17 traffic will be reduced on Huey P. Long and, you
18 know, people I think already are planning to avoid
19 the Huey P. Long and that whole area during this
20 ten-year construction phase. That's going to put a
21 lot of traffic on the Crescent City Connection. I
22 just want to know what studies or what issues, you
23 know, what has been addressed as far as, you know,
24 the increased traffic on the Crescent City
25 Connection? Is there any chance that we can lift

1 tolls or have this work done at night to reduce the
2 traffic going on the eastbank? The westbank again
3 becomes a retail area along Manhattan and I-10 and
4 the westbank expressway, and a lot of retailers
5 depend on, you know, easy back and forth between the
6 bridges. And when that is reduced, a lot of
7 potential buyers on the eastbank will not come
8 across to the westbank to shop. So, I'm, you know,
9 concerned about traffic. It doesn't take much right
10 now for the traffic on the westbank to be
11 gridlocked. It would take an accident on the
12 Crescent City Connection or the Huey P. Long and the
13 bridge is backed up for miles. And at times we have
14 talked about lifting the tolls or, you know, or
15 opening up the Crescent City Connection when, you
16 know, there's construction being done or any
17 coordination between the Crescent City Connection
18 and, you know, any other agencies to make sure
19 traffic is not a problem?

20 MR. WILLIAM CONWAY:

21 I don't think --

22 MR. PHILIP REBOWE:

23 If there's been traffic studies
24 done as to what effect this would have on the
25 Crescent City Connection when you shut down from one

1 lane going on the Huey P. Long Bridge for, you know,
2 a period of years or whatever you're shutting down
3 for --

4 MR. WILLIAM CONWAY:

5 At this point I don't believe
6 those kind of traffic studies have been done. But I
7 will say that only for a short few-week period will
8 this Huey Long Bridge have less than its current
9 capacity. And that was the period that I pointed
10 out when we do the initial removal of some elements
11 of the existing bridge. From that point on the
12 traffic on the main bridge, the roadway available
13 gets better and better.

14 MR. PHILIP REBOWE:

15 Well, I appreciate your
16 professional opinion, but I mean I believe that I
17 read that the D.O.T.D. thought the same thing when
18 they reduced the traffic going to Mississippi to one
19 lane to do asphalt overlay and it backed up like
20 three miles and caused like three hours of traffic.
21 So, again, I would urge you, as far as the
22 environmental studies, to do a traffic study and to
23 look at alternatives to -- because there's going to
24 be people, you know -- it doesn't take much, a
25 rainstorm, a traffic accident, to slow traffic down

1 now. So, if there's construction on the side of the
2 road and there's one lane and people drive slower,
3 that's going to derive more traffic and that's going
4 to keep people going back and forth and become a
5 headache. You know, kids have to go school, people
6 have to go to work and, you know, again I would just
7 look at the impact of the traffic on, you know, even
8 just a couple of weeks will make a difference.

9 MS. JAN GRENFELL:

10 I think we will go ahead and take
11 a look at that and see what comes of the study.
12 Thank you. Todd Murphy?

13 MR. TODD MURPHY:

14 Good evening. I'm Todd Murphy.
15 I'm a lifelong resident of Jefferson Parish and I
16 stand before you this evening as Chairman of the
17 Jefferson Chamber of Commerce which represents
18 businesses both on the east and westbank. We are
19 wholeheartedly in support of this project for
20 several reasons. We believe that it's essential as
21 was pointed out on the recent Division 20/20 Land
22 Use Study that, you know, land lock region the area
23 that we have to expand is obviously one of those
24 areas on the westbank. And we need to expand for
25 obvious economic development reasons. This will

1 bring in new residential properties. We have got to
2 build our tax base in this area for economic
3 development which leads to the quality of life and
4 education and other issues. We can't be a
5 progressive Jefferson with a 1935 bridge, so it's
6 time that this project gets under way. Obviously we
7 have got details to work out.

8 The concerns of traffic and how that
9 traffic is handled, certainly we want to be
10 sympathetic to that. The businesses and the
11 residents in the area, certainly all of those people
12 need to be taken into account. But again, the issue
13 here is that this needs to get started and pushed as
14 quickly as possible. Without this bridge we simply
15 don't have an expansion of Jefferson Parish. We
16 have got a lot of available land on the westbank and
17 we need to open it up. For too long this parish has
18 been divided by this river because there's no way to
19 access one side to the other in Jefferson Parish.
20 And that's the reason that the Jefferson Chamber is
21 wholeheartedly supporting this project. Thank you.

22 MS. JAN GRENFELL:

23 Thank you. Frank Douglass?

24 MR. FRANK DOUGLASS:

25 I'm Frank Douglass. If you look

1 at that map over there underneath the bridge you see
2 the levee. And on top of that levee is a little a
3 white line. That's the Mississippi River Trail.
4 That is a multipurpose trail for people that hike,
5 bike, and such as that. That trail goes from
6 Audubon Park to Ormond Plantation at this point.
7 Some other trails end up at the head waters of the
8 Mississippi. Almost everything is completed except
9 of course in the Louisiana section, as is
10 traditional. The trail is so successful that
11 originally it was just going to stop at St. Louis,
12 but it's so successful they decided to go to the
13 head waters. It's so popular that they got to put a
14 trail on this side of the river and the other side
15 of the river in Jefferson Parish, Orleans Parish,
16 and St. Charles Parish. We still can't get across
17 that bridge. As a matter of fact we can't get
18 across the river very many places. The only place
19 you can get across the river is on the ferries when
20 they're working. It seems like we're trying to get
21 rid of a lot of ferries. Y'all have got more room
22 on that bridge than most of the streets in New
23 Orleans have. You've got 10-foot, 8-foot shoulders.
24 We'd like to see it able to have bicycles cross that
25 bridge and find out what we've got to do to get it

1 done. The very end of the exits seem to be a little
2 tight, and that doesn't give you much extra room to
3 get off or on that bridge. What can we do? Can we
4 do anything?

5 MS. JAN GRENFELL:

6 I do know that it's been looked at
7 from a safety point, a safety aspect of having
8 bicyclists on the bridge.

9 MR. FRANK DOUGLASS:

10 Let me tell you about safety. We
11 can take up there and down there, and I'm sure the
12 safety issues can be addressed without much trouble
13 or expense.

14 MR. WILLIAM CONWAY:

15 I think it's a fact that
16 bicyclists are not allowed on the Greater New
17 Orleans Bridge nor the Huey Long Bridge.

18 MR. FRANK DOUGLASS:

19 When we built this Crescent City
20 Connection the guy who was the engineer I met at the
21 bike shop. He pushed to get a bike lane up there
22 and he was shot down. It's not that it wasn't tried
23 or possible. They do allow them on the
24 Donaldsonville bridge. Bicyclists can cross there.
25 You've got to pay a toll, though.

1 MR. WILLIAM CONWAY:

2 Those are the facts as they are
3 now.

4 MR. FRANK DOUGLASS:

5 Well, is there any possibility
6 that we can do something about getting a bike lane
7 on that bridge?

8 MR. BLAISE CARRIERE:

9 My appreciation in a personal
10 opinion in practicing law with an engineering
11 degree, that's U.S. 90 crossing right now. If this
12 section were in place and this bridge had an 8-foot
13 outside shoulder, under Traffic Code of the State of
14 Louisiana you're a legal vehicle on that bridge. So
15 you can go out there today on your bicycle, if this
16 bridge were in place, and cross it on the shoulder.
17 That's essentially what's going to happen on the St.
18 Francisville crossing. The shoulder of the roadway
19 and the handrail in fact on that particular bridge
20 is slightly higher because of the cycling
21 requirement.

22 Now, you've got to be a pretty good
23 guy to be able to pump up and down that bridge. I
24 suspect you can do it, I'm looking at those legs.
25 They're in good shape. There is nothing that I'm

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 aware of in the Traffic Code right now that would
2 restrict you nor would a State Trooper issue a
3 citation for crossing on U.S. 90. The Luling bridge
4 is an interstate. You can't be on the Luling bridge.
5 There is insufficient room on the Crescent City
6 Connection. The shoulder there at best is what,
7 four feet on each side of road on the old direction?
8 I'm going to say to you tonight that bicycles can be
9 accommodated in the project and we're going to see
10 that we do that.

11 MR. FRANK DOUGLASS:

12 I sure do thank you.

13 MS. JAN GRENFELL:

14 Thank you. Joyce Griffin?

15 MS. JOYCE GRIFFIN:

16 My name is Joyce Griffin and I
17 live at 944 Hooter Road. And I'm going to go back
18 two to three years when they opened that drainage
19 canal in the back of my home. We're talking about
20 pile driving. They didn't do any pile driving; all
21 they did was a lot of digging. And with that
22 digging I gave ten feet of servitude on one side for
23 the drainage, I have five feet of servitude in the
24 front, and I give up 15 feet in the back. Now they
25 telling -- not only are they saying about the bridge

1 and it's a poor chance that no one will be affected;
2 that's not true. Because pile driving brings on
3 cracks. And if everybody here is on a slab cable,
4 we must be just going to float on in the river, huh?

5 Now, the next one. Once this bridge is
6 completed, we have bad wind, we have bad weather.
7 If a truck is up there and maybe shift and have
8 equipment up there and say 200 feet from where you
9 live, that's not very far if something's going to be
10 coming off that bridge. And I feel like if you
11 gonna do this, which I'm not against, let's get that
12 straight. But I feel like people that don't want to
13 be that close, 200 feet for me is not very far away,
14 that they should be given the right before their
15 property is destroyed and they won't be able to sell
16 it the chance to sell it. Because the property
17 value right now is going down.

18 The last: Will there be a toll on this
19 new bridge?

20 MR. WILLIAM CONWAY:

21 At present I think the answer is
22 no.

23 MS. JAN GRENFELL:

24 As far as the pile driving, Mr.
25 Conway talked about earlier that something will be

1 in the contract to monitor the vibration from the
2 pile drivings. That we will, I believe, have video
3 tapes, pictures of the houses in the area before we
4 start construction so we will have a record of it.

5 MS. JOYCE GRIFFIN:

6 But that won't say. Because you
7 say we're going to have a record that our homes will
8 not be damaged.

9 MS. JAN GRENFELL:

10 It will show the homes of what it
11 looked like before construction.

12 MR. WILLIAM CONWAY:

13 But then if there is a clear-cut
14 show of damage to your home or someone else's home,
15 there is a clear-cut case for compensation for you.

16 MS. JOYCE GRIFFIN:

17 What's clear-cut? That's the
18 question.

19 MR. WILLIAM CONWAY:

20 Well, I mean, it's irrefutable,
21 nobody can refute.

22 MS. JOYCE GRIFFIN:

23 Okay. Now, what about the
24 vehicles that -- we been having a lot of problems
25 with wrecks and stuff, not on the Huey P. Long, but

1 over the Huey P. Long. How safe are the houses that
2 are down there under there if something was to
3 happen?

4 MR. WILLIAM CONWAY:

5 Well, the current standard for
6 side barriers on the roadway are considerably more
7 severe, more protective, stronger, and higher than
8 they are on the existing bridge, the existing Huey
9 Long Bridge so that the probability of a vehicle
10 leaving the roadway and falling is much lower than
11 it was perhaps ten years ago before these standards
12 went into effect.

13 MS. JOYCE GRIFFIN:

14 Thank you.

15 MR. WILLIAM CONWAY:

16 And this bridge will conform to
17 the highest current standards.

18 MS. JOYCE GRIFFIN:

19 Thank you.

20 MS. JAN GRENFELL:

21 Thank you. Timothy Briscoe, Sr.?

22 MR. TIMOTHY BRISCOE, SR.:

23 I was listening attentively to any
24 that spoke and I have been in that area just a few
25 feet from the bridge all my life. And I feel like

1 sacrificial lambs for those that live around there
2 because of the health problems, what have you, from
3 the dust and the depreciation of our properties.
4 And you want to only give compensation to those that
5 -- you're on their property. What about us that are
6 left there with the noise factor, with the dust
7 factor, the health factor? And we just want to get
8 out of there and don't go through that. We won't
9 get what we need for our property. And in my case,
10 my father is still living. And he and I both are in
11 that property. And he's not staying there anymore
12 but we have to keep it up. But I have put in the
13 house, the old house, 35,000 cash right now. And if
14 you want to buy it, and which you don't want to buy
15 my loss.

16 MS. JAN GRENFELL:

17 A noise study will be done to
18 assess the noise impacts and ascertaining whether or
19 not noise mitigation is reasonable and feasible. We
20 will do that as part of this project because of the
21 bridge widening, but I don't know at this time if --

22 MR. TIMOTHY BRISCOE, SR.:

23 You say there will be a study?

24 MS. JAN GRENFELL:

25 Yes.

1 MR. TIMOTHY BRISCOE, SR.:

2 Now, you will do that before you
3 start?

4 MS. JAN GRENFELL:

5 Before we start the construction
6 as part of the environmental assessment that's being
7 prepared right now.

8 MR. TIMOTHY BRISCOE, SR.:

9 So, I can be assured that we will
10 have another meeting? Because this is just a primer
11 before you start; right?

12 MS. JAN GRENFELL:

13 This is a public meeting to
14 present the alternatives as they're being proposed
15 right now. And from these alternatives we will look
16 at the impacts associated with those alternatives.

17 MR. TIMOTHY BRISCOE, SR.:

18 Because it's really understood,
19 you know, if people from the Chamber of Commerce and
20 other people that's not going to be actually
21 involved and affected by this saying that it's a
22 great thing for Jefferson Parish. But what about
23 us?

24 MS. JAN GRENFELL:

25 This is one of the projects. This

1 is one of the TIMED Projects that was approved by
2 voters in 1989, the voters of Louisiana.

3 MR. TIMOTHY BRISCOE, SR.:

4 I am going to ask this question
5 and then go to my seat. As much money as you're
6 putting in an addition, why can't you go up the road
7 a piece where there is no property that will be
8 involved and build another bridge up there where all
9 the traffic is, from where it's coming from? In
10 between Avondale and between the property they have
11 a lot of railroad property up there and a lot of
12 open and vacant land, and you can build a new bridge
13 without disturbing us.

14 MS. JAN GRENFELL:

15 The widening of the existing
16 bridge is one of the projects that is in the TIME
17 Program, and it is the widening of the existing Huey
18 Long Bridge. However, there were studies done I
19 believe in 1982 looking at other locations, I think
20 five or so other locations, for a possible new
21 bridge. And the studies showed that the costs and
22 impacts associated would be significantly greater
23 than widening the existing bridge.

24 MR. TIMOTHY BRISCOE, SR.:

25 So we're just interested in cost

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 being affected by this?

2 MS. JAN GRENFELL:

3 The cost of the project and the
4 impact to people, to businesses, with a new
5 crossing. And the impact, relocations in other
6 places.

7 MR. TIMOTHY BRISCOE, SR.:

8 It's still sacrificial. It's
9 still sacrificial for the business. When I heard
10 this and the politicians saying that they don't --
11 we also have our taxes pay for their jobs and what
12 have you. And much of this affects us and to pay
13 more money for the health of us. Because I'm a
14 retired cement finisher and I know cement itself
15 creates dust. And when the wind blows on the
16 construction places when you pour the foundation,
17 you pouring the pilings or the casing and all of
18 this, winds blows all over. Now, those that live
19 around the bridge won't be able to come out their
20 homes. You have dust flying everywhere. And I'm
21 not talking about what I think; I'm talking about
22 what I know.

23 MS. JAN GRENFELL:

24 Thank you. Tara Lynn?

25 MS. TARA LYNN:

1 I have two simple questions for
2 you. First off: What is the anticipated time
3 between the project and the Stage 5 stage where
4 we'll actually have two additional lanes available
5 to us at any given time? Basically, when is our
6 traffic going to go back to a normal point after the
7 initial eight weeks it can take with one lane? How
8 long between that time and the completion?

9 MR. WILLIAM CONWAY:

10 After the first eight weeks you
11 will be back to two lanes, two nine-foot lanes,
12 which is what we have now. So you'll be back to
13 your initial condition at that point.

14 Ms. TARA LYNN:

15 Between the time of the two lanes
16 and the completion of the project is an estimated
17 how long?

18 MR. CONWAY:

19 It's probably something like six
20 to seven years.

21 MS. TARA LYNN:

22 Wow.

23 MR. WILLIAM CONWAY:

24 And I mean completion, not just
25 the main bridge portion. I'm talking the whole

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 project.

2 MS. TARA LYNN:

3 Okay. Just the bridge portion, how
4 long --

5 MR. WILLIAM CONWAY:

6 The bridge portion is probably
7 five years.

8 MS. TARA LYNN:

9 Are they going to be working on
10 both sides simultaneously?

11 MR. WILLIAM CONWAY:

12 Yes.

13 MS. TARA LYNN:

14 That's a long time.

15 MR. WILLIAM CONWAY:

16 But during that period we will
17 expect and we will plan for two lanes of traffic in
18 each direction operating virtually all the time.
19 There will be times, short times, when we're putting
20 a piece of steel over the road and the police will
21 have to block the road temporarily until the steel
22 goes up.

23 MS. TARA LYNN:

24 My other question is: When will it
25 be decided and by whom on the alternative that's

1 chosen, and planned?

2 MS. JAN GRENFELL:

3 We have two alternatives for the
4 westbank proposed this evening and for the draft
5 Environmental Assessment that we're preparing for --
6 the U.S. Coast Guard is lead federal agency. A
7 preferred plan will be named on the document. We
8 are here tonight to get input.

9 MS. TARA LYNN:

10 Also, I have to say, a person that
11 lives right near the bridge and works on the
12 eastbank, and I know I'm going to go through all
13 kinds of trouble getting back and forth to work, I
14 think this is going to be really great for this end
15 of the westbank. Because we really look at the
16 other end of the westbank which has the Crescent
17 City Connection, it has developed so much more
18 rapidly because there's much easier access to it. I
19 can personally name ten people that won't drive the
20 Huey P. because it's so narrow. I think it's going
21 to be beneficial with a lot of headaches. But with
22 progress sometimes comes a headache.

23 MS. JAN GRENFELL:

24 Thank you. John Catledge?

25 MR. JOHN CATLEDGE:

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 Is there someone here that can
2 give us some information about traffic counts, past,
3 present, anticipated? And even the nature of that
4 traffic count. Where is it coming from? Where is
5 it going?

6 MR. WILLIAM CONWAY:

7 I can't give you that off the top
8 of my head. I think that the traffic count on the
9 bridge is something in the order of 55,000 A.D.T.,
10 average daily traffic. Both directions, 55,000.
11 But beyond that I could guess but I better not.
12 This is Ms. Sternitzke from my staff.

13 MS. MARTHA STERNITZKE:

14 From the present date traffic
15 counts are projected a rate of 1.4 percent per year
16 annual growth for a 20-year period, and the
17 alternatives have been designed with those numbers,
18 so it's about a 35-percent increase in traffic over
19 today's volumes.

20 MR. JOHN CATLEDGE:

21 How does that compare with say
22 traffic in the early eighties say? Is there any
23 comparison between that?

24 MS. MARTHA STERNITZKE:

25 I don't know those numbers off the

1 top of my head.

2 MR. JOHN CATLEDGE:

3 In addition, this is sort of --
4 where is the traffic coming from? Is it coming from
5 Highway 90 or coming off the Westbank Expressway, or
6 evenly divided between the two? How is traffic
7 coming into the bridge? I'm just curious to know
8 where the traffic is coming from.

9 MR. WILLIAM CONWAY:

10 I don't think for purposes of
11 this project that an origin destination study has
12 been made. But the traffic is coming and has been
13 measured as coming from certain things like Bridge
14 City Avenue, a certain amount adds to the facility
15 and a certain amount comes down U.S. 90B. I think
16 the Highway Department or U.S. 90, the D.O.T.D. in
17 their records, and Steve Strength would be the man
18 who might know this offhand, in their records they
19 have the record of where that traffic comes from.
20 Does it come from the west from Avondale or from the
21 east from the westbank expressway? We don't know it
22 offhand.

23 MR. JOHN CATLEDGE:

24 Thank you very much.

25 MS. JAN GRENFELL:

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 Thank you. M. Raines?

2 MR. MICHEL RAINES:

3 My name is Michel Raines. I live
4 on Barnes Street. Just one question: We have a hard
5 time getting in and out of Wiegand on Bridge City
6 Avenue. We only have one way in and out. Are y'all
7 going to give us an alternative route to get to the
8 river from where we live, even for emergency
9 vehicles?

10 MR. WILLIAM CONWAY:

11 No. The answer there is no.
12 That's kind of a neighborhood improvement and may be
13 very badly needed, but it's not part of this
14 project.

15 MS. JAN GRENFELL:

16 Steve Alvarez?

17 MR. STEVE ALVAREZ:

18 Good evening. I'm President of
19 Nine Mile Point Community Association. And y'all
20 have come a long way from the meeting we had years
21 ago when y'all was going to uproot a lot of
22 neighborhoods and put the twin span down river. And
23 this Alternative 3 that y'all have seems to be what
24 the majority of the people were looking for;
25 something that did the job, disturbed as few people

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 and businesses as possible. We met with y'all a
2 couple of times.

3 Our association had asked one thing we
4 wanted y'all to look into, the possibility of having
5 some means of getting the local traffic such as
6 Bridge City and Nine Mile Point and onto Westwego on
7 the bridge without having to cross the Avondale
8 Shipyard traffic in the evening which tends to
9 create a bottleneck. One thing we had asked y'all a
10 while back to look at, and I don't know whether
11 y'all did, I got here late and I apologize, you may
12 have gone over this, was the possibility of putting
13 a spiral helix at the River Road that would feed
14 local traffic onto the River Road. I don't know
15 whether y'all had ever done that or not. That's one
16 of the things I wanted to ask you.

17 MS. JAN GRENFELL:

18 It was requested at the last
19 meeting. I think we looked at it and I think as
20 part of this project it's not being proposed.

21 MR. WILLIAM CONWAY:

22 That's correct. It's not proposed
23 at this time in this project.

24 MR. STEVE ALVAREZ:

25 It would have been to expensive or

1 you just --

2 MR. WILLIAM CONWAY:

3 A spiral helix ramp has
4 operational problems that prompt a geometric point
5 of view that's not considered desirable, and it was
6 an additional cost for a movement that didn't have
7 the demand, that justified demand.

8 MR. STEVE ALVAREZ:

9 You may have gone over this. At
10 the base, when the traffic that's going to feed on
11 Alternate 3 for local traffic, are you going to have
12 a control light there or something that's going to
13 stop the Avondale traffic and the shipyard traffic
14 where the other traffic can flow? Or is there a
15 Causeway police paid by Avondale to set there and
16 hold you up most of the time while the shipyard
17 leaves?

18 MR. WILLIAM CONWAY:

19 We will set it up to be a fair
20 situation.

21 MR. STEVE ALVAREZ:

22 It will have controlled traffic
23 lights?

24 MR. WILLIAM CONWAY:

25 How it gets operated may be

1 beyond our control.

2 MR. STEVE ALVAREZ:

3 Right now it's set up to have
4 lights at that intersection; is that correct?

5 MR. WILLIAM CONWAY:

6 It will be set up so that the
7 ramp traffic, the bridge ramp traffic gets a fair
8 shot to go through the intersection and make their
9 turns.

10 MR. STEVE ALVAREZ:

11 There will be traffic lights there
12 is what I'm asking.

13 MR. WILLIAM CONWAY:

14 Yes. Very much so.

15 MR. STEVE ALVAREZ:

16 Okay. Then I think most of our
17 association is in favor of that project, it looks
18 good, Alternate 3. I want to congratulate you.
19 Thank you for a job well done. Thank you.

20 MS. JAN GRENFELL:

21 Thank you. Jessie Holmes?

22 MR. JESSIE HOLMES:

23 Good afternoon. My name is Jessie
24 Holmes. I have been living in the shadows of the
25 Huey P. Long Bridge all my life. I want to know:

 BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 How would you determine fair market value for the
2 property of the people who will be displaced or the
3 property that you would damage during the
4 construction?

5 MS. JAN GRENFELL:

6 I'm going to let our real estate
7 person, Mr. Paul Charron, answer that question.

8 MR. JESSIE HOLMES:

9 I'll be seated while you answer
10 that.

11 MR. PAUL CHARRON:

12 As far as the property that we'll
13 be acquiring, we will have two appraisers go out and
14 appraise the property and all of the other interests
15 involved, leasehold interests and that sort of
16 thing. After the appraisers have completed their
17 work we'll review the appraisals and then we will
18 start negotiating with the property owners. Does
19 that answer your question?

20 MR. JESSIE HOLMES:

21 Yeah, it answers it somewhat.
22 But, you see, what may it look like (inaudible)
23 for some people, hey, it means the world to us.
24 That's the only thing I'm saying.

25 MR. PAUL SHARRON:

1 You're a resident? You own a
2 home?

3 MR. JESSIE HOLMES:

4 I was born and raised here in
5 Bridge City almost. I'm 57 years old. I've never
6 lived nowhere but in the shadows of the bridge.

7 MR. PAUL CHARRON:

8 But you're occupying a home?

9 MR. JESSIE HOLMES:

10 Yes. I occupy a home and land in
11 Bridge City.

12 MR. PAUL CHARRON:

13 In addition to the acquisition of
14 the property there is also the Relocation Assistance
15 Program that will help you to relocate. So that's
16 in addition. And residential relocation business
17 has very good benefits. And we look for a
18 replacement property that's decent, safe, and
19 sanitary. We will work with you to make it as easy
20 as possible in that relocation. I hope that answers
21 your question.

22 MR. JESSIE HOLMES:

23 I hope it do. Thank you.

24 MS. JAN GRENFELL:

25 Thank you. Yvonne McPherson?

1 MS. YVONNE McPHERSON:

2 Good evening. I am Yvonne Donna
3 McPherson, retiree of Jefferson Parish Public School
4 System and a high school administrator. My concern
5 in this area, of which I'm very happy to know that
6 we have properties on the westbank which is well
7 needed because of the situation with the Expressway
8 which should have extended onto Highway 90, which it
9 didn't because of lack of funds. Of course I have a
10 question about that, too. But what I say, I want to
11 have studies be done or will be in the making in
12 regard to the health problems. It was touched on
13 slightly. Because there are persons who are
14 suffering from asthma, children who have lots of it.
15 And of course our age, all of those persons should
16 be looked into, and also the relocation which was
17 mentioned. When these projects or proposals are
18 being completed we need to know just what is going
19 to be done with the relocation of the elderly, and
20 of course those with various illnesses. There are
21 some persons who are in wheelchairs, and we want to
22 be certain that they are not forgotten. So, please,
23 look into that area. And I know we're looking
24 forward to the proper policing as well, which I know
25 is not in your area, but I know you'll be working

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 along with Sheriff Lee's department and looking for
2 the best safety procedures as we possibly may have.
3 Thank you.

4 MS. JAN GRENFELL:

5 Thank you. I have no more cards.
6 If there is anyone else who would like to make a
7 statement or ask a question, please come to the mike
8 and state your name.

9 MR. FARRELL LEDET:

10 My name is Farrell Ledet. I live
11 at 940 Hooter. The man asked a while ago: Why
12 can't we open up the back of Wiegand? Why can't
13 y'all answer that question? Is there a reason why
14 the front half can't go out the back? On Oak Street
15 it's open. On the other side of the bridge all the
16 streets is open. What are we, a bunch of rats?

17 MS. JAN GRENFELL:

18 The project is proposed just to
19 widen the Huey P. Long Bridge, and other
20 improvements outside of that are not part of this
21 project.

22 MR. FARRELL LEDET:

23 I understand that. But, if we get
24 bottlenecked in the front, emergency vehicles can't
25 get in. There's no way to get in on Wiegand,

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 Hooter, nothing like that on the back side. They
2 got to come in from the front. If it locks up with
3 traffic, like he said earlier, a piece of metal
4 going across the road, can tie it up. A truck wreck
5 can tie it up. What do we do? We just got to sit
6 in our house or sit in front of our neighbor's house
7 and wait? If they open up a back exit for us to get
8 out we can get to the River Road, too. We can live
9 like people.

10 MS. JAN GRENFELL:

11 I'm not sure what we've looked at
12 as far as emergency vehicles. I know we will work
13 with the Parish to make sure the emergency vehicles
14 can make it through when they need to. I don't know
15 the specifics right now, but I know as part of that
16 we will work something out with the Parish.

17 MR. FARRELL LEDET:

18 And nobody knows why they can't
19 open that road? We got the councilman here, we got
20 everybody here, and nobody can tell us why we can't
21 get out to that River Road? They should have told
22 us that when we bought them houses. First they come
23 and took 15 by 50 from us to turn around to the
24 people in the back to drain and flood us and make
25 our property go down, and now we just sit here and

1 wait for the bridge to get wider and everybody has
2 to cross? Buy us out. Give us what y'all want.
3 15, \$10,000. I would like to hear it.

4 MR. WILLIAM CONWAY:

5 That's not a bridge problem, but
6 I'll answer your question after.

7 MS. JAN GRENFELL:

8 Please come to the mike and state
9 your name.

10 REV. JOSEPH DYSON:

11 Reverend Dyson, pastor of Third
12 Emanuel Baptist Church, 187 3rd Street, Bridge City.
13 Several responses that were given tonight were that
14 you were going to do additional studies. What I
15 would like to know is: How can we get that
16 additional study that you're going to do?

17 MS. JAN GRENFELL:

18 Which one were you referring to?

19 REV. JOSEPH DYSON:

20 Several responses you gave to
21 various questions, each time you said, "We will do
22 an additional study" to look at the traffic as it
23 relates to the Greater New Orleans bridge, as it
24 relates to the Huey P. Long Long Bridge, and several
25 other questions. But when will you do that study

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 and how will it be made available to the residents
2 of Bridge City before you really go forward with
3 this project?

4 MS. JAN GRENFELL:

5 Right now we're preparing a Draft
6 Environmental Assessment for the proposed widening,
7 and the comments and questions that were brought
8 forth at this meeting will be looked at and will be
9 addressed in the environmental assessment. I don't
10 know yet when that will be made available. When it
11 does, when the Coast Guard approves the document for
12 distribution it will be made available. And the
13 information will be --

14 REV. JOSEPH DYSON:

15 How will it be made available to
16 the residents of Bridge City?

17 MS. JAN GRENFELL:

18 We will see what we can do. We
19 will see what we can do to make sure --

20 REV. JOSEPH DYSON:

21 And give us enough time to read
22 it. This is a great document that you presented
23 tonight, but I wish we had a little time to read it
24 and study it and then look at your presentation to
25 be able to formulate good questions to you tonight

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 instead of being at the meeting and then coming up
2 with questions. How are we to do this ahead of time
3 when you have the next meeting so we can develop
4 some questions?

5 MS. JAN GRENFELL:

6 At this time another meeting is
7 not planned.

8 REV. JOSEPH DYSON:

9 So this is it.

10 MS. JAN GRENFELL:

11 What will do is we will look at
12 all the comments that were made this evening and see
13 what we can do to address those comments. When the
14 document is available it will be available at the
15 District Office, the District 2 Office in Bridge
16 City, as well as local libraries.

17 REV. JOSEPH DYSON:

18 Well, let me make this
19 recommendation. I would think, and I'm not saying
20 that I'm for or against, but I would think that
21 before the Coast Guard makes any decisions, I think
22 the documents in terms of those studies, the answers
23 to those citizens need to be made available to us so
24 that we may study it and look at it, and then
25 another meeting should be held so that we can come

1 and discuss this again before you go forward, before
2 it's approved.

3 MS. JAN GRENFELL:

4 We will take that into
5 consideration. Thank you. Ma'am, please come to
6 the mike and state your name.

7 MS. DELANEY POTEET:

8 Hi, I'm Delaney Poteet. I live
9 here on Oak Avenue. Last time you were here was
10 about two years ago and I approached you and asked
11 you to be accountable (inaudible) these studies, so
12 that's why I'm in a quandary wondering why you can't
13 give us all of these numerical figures so that we
14 can make our own assessment of whether we should
15 choose this one, this one, this one, or whatever
16 you're proposing. The problem is, is the
17 individuals that live in the community are not
18 informed. We have access to newspapers, or you say
19 it's here or it's there, but we find out about it
20 after the fact; so that's why I'm here, to speak
21 like a regular person and say: We're angry. We
22 feel like we're just not being heard at all. We
23 live here. Our families have lived here. We do not
24 like being treated like second-class citizens. Most
25 of us do have to live in poverty. That is the

1 problem. I understand that you will be compensating
2 us, but I'm also a real estate agent. I am under the
3 impression they will compensate only a portion; it
4 will not be the complete. Therefore, the
5 individuals are not being educated properly to tell
6 them that they will not receive compensation for
7 their dwelling, etcetera, etcetera. FEMA gives them
8 a portion for a financial loan, for the difference
9 in the loan. I can't afford a loan to recondition
10 my home. I'm sorry. These are the things that I
11 know everybody is telling me because I'm an election
12 commissioner, I'm a notary public, and I have to
13 work within this community. I don't want to see us
14 landlocked. We don't have any other access to get
15 across the bridge if we have time constraints. It's
16 adding hours to our travel time plus the monies.
17 They're not going to take away the dollar fifty for
18 traveling. They penalize the westbank to cross the
19 bridge, but it's okay for the eastbank to come over
20 here for free.

21 MS. JAN GRENFELL:

22 As far as the partial takings, Mr.
23 Charron had explained the real estate policy, how
24 that works. And the purpose of coming here this
25 evening is to get input on the alternatives as

1 they're currently proposed, that's why we're here,
2 to get input, verbally or in writing, for you to let
3 us know your concerns about the project.

4 MS. DELANEY POTEET:

5 We need to have more specifics
6 distributed within the community, whether it be
7 through the churches or whether it be just at a town
8 meeting. We have a republican representative, David
9 Vitter, he has town-hall meetings. I hadn't seen
10 you guys in two years. That's what we're angry
11 about; not that we don't want this. Progress is
12 great. There's nothing constant except for change.
13 Any good change everybody would embrace.

14 MS. JAN GRENFELL:

15 We've had more meetings,
16 additional meetings in addition to this one in the
17 meantime, and we have attended several civic
18 associations and business meetings on both the
19 eastbank and the westbank. Some of you have seen us
20 in this time between the September 2000 meeting and
21 this one. We are here tonight because we want to
22 show you the alternatives that we have proposed
23 right now and tell you the reasons why the other
24 alternatives have been dropped. And it's good we
25 have your input.

1 MS. DELANEY POTEET:

2 Can you give us those dates when
3 you might have all this updated for us to review it
4 again?

5 MS. JAN GRENFELL:

6 We don't have a date yet. When we
7 do, when we have a document that is approved for
8 public distribution we will do so.

9 MS. DELANEY POTEET:

10 May I ask if I can be on the list
11 for personal documentation so I can at least talk to
12 people?

13 MS. JAN GRENFELL:

14 It will possible for us to let you
15 know when it's available and where it's available.
16 I believe we can set something up at the sign-in
17 table, specifically for notification.

18 MS. DELANEY POTEET:

19 Well, I would appreciate it. And
20 I'm sure I'm feeling the same for everybody here.
21 We're not trying to be belligerent, we're not trying
22 to be argumentative, we're just trying to be
23 informed and we want you all to be accountable so
24 that we feel comfortable with the progress being
25 made. So, I thank you all.

1 MS. JAN GRENFELL:

2 Thank you.

3 MS. MARY ORDOYNE:

4 I'm Mary Ordoyne. I would like
5 know: During the eight-week period there's only two
6 lanes crossing the east and west, would it be a
7 possibility of limiting the tractor-trailer trucks
8 going to and from?

9 MR. WILLIAM CONWAY:

10 I think that's a very good idea
11 and there is a possibility. It would be up to the
12 D.O.T.D. to decide whether that restriction can be
13 put in effect. That same idea has been expressed
14 several times tonight to us.

15 MS. JAN GRENFELL:

16 Please state your name.

17 MR. STEVE ALVAREZ:

18 Steven Alvarez with the Nine Mile
19 Point Community Association. In your defense, any
20 time we have asked y'all to come to our organization
21 meeting, I believe y'all have come twice since the
22 last meeting we've had here. It's the people that
23 need to be in touch with their civic groups and read
24 the paper that know what's going on. We have had
25 meetings. I personally put out 200 fliers in our

1 association area and had a whole firehouse full of
2 people, if you remember, when y'all came last time.
3 A lot of times people just aren't paying attention.
4 But y'all do communicate well with our organization
5 and some other organizations, too. So, you know,
6 and I expect that y'all will give us a notice and we
7 will have a verification at the meeting as to what's
8 going on. And that's put in the Westbank Guide on
9 a regular basis.

10 MS. JAN GRENFELL:

11 Thank you. Is there anyone else
12 who would like to make a statement or ask a
13 question? Please state your name into the record.

14 MR. MIKE MATHERNE:

15 Mike Matherne. And I agree with
16 the project. I think it needs to be done. It's a
17 very good thing. But I feel, and I know you studied
18 it in the past, but I think we're going to need
19 another bridge at the present time because the cost
20 of building bridges is just going to escalate.
21 Sooner or later we have to build a new bridge. And
22 if we build it and construct it and completed a new
23 bridge before this proposal would go into effect we
24 could possibly shut this bridge down, use the other
25 bridge while this is under construction and then we

BNEW ORLEANS, LA * (504)488-DEPO * (800)528-9039

1 wouldn't have to suffer. You know, do the revision
2 on this bridge if we had a new, complete bridge. I
3 know it would take many years to complete all this,
4 but I think that would be to best way to go.

5 MS. JAN GRENFELL:

6 Again, with the study that was
7 done in the eighties, we looked at several different
8 locations, five I believe, for other new bridge
9 prospects. And in each case, not only cost but the
10 impact, the relocations, the changes in traffic
11 patterns were significant for a new bridge.

12 MR. MIKE MATHERNE:

13 Well, I just feel sooner or later
14 it will happen, we may not live to see it but it
15 will happen. We will have another bridge, whether
16 it's in between the Greater New Orleans bridge or
17 the Huey P., or between the Earhart and the Huey P.,
18 but there will be another one. We may not ever see
19 it. I think with the way and the multiplication of
20 people, the traffic is just getting worse and worse,
21 and I think it would be soon we will be proposing
22 another bridge.

23 MS. JAN GRENFELL:

24 Thank you. Would anyone else
25 like to speak?

1 MS. JOYCE BRICKER:

2 I want to add something.

3 MS. JAN GRENFELL:

4 Please come to the mike and state
5 your name again for the record.

6 MS. JOYCE GRIFFIN:

7 Joyce Griffin. I'm listening to
8 you saying -- every time you say something you're
9 saying: Well, that's probably what the bridge is.
10 They keep saying that we don't -- our budget. We
11 have gotten enough money. We come up with this one
12 because it's less expensive but inconvenience people
13 of a community. I don't even understand where
14 expenses is going. And I'm confused. If you don't
15 live in the community it really doesn't affect you.
16 It's only affecting you if you're here knowing that
17 you have to be here and your property is going to be
18 damaged with you in there. And I just feel -- I
19 mean, everything is about the dollar. Well, what
20 about the community that lives there by that bridge?

21 MS. JAN GRENFELL:

22 Thank you. Is there anyone else
23 who would like to make a statement or ask a
24 question?

25 (No response).

1 MS. JAN GRENFELL:

2 If not, if you would like to make
3 a written statement to the Department, please do so
4 within 10 days so that your statements can become
5 part of the transcript of this meeting. If there
6 are no more questions or statements I will go ahead
7 and close this meeting.

8 (No response).

9 MS. JAN GRENFELL:

10 Thank you very much.

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 REPORTER'S CERTIFICATE

2

3 This certificate is valid only for a
4 transcript accompanied by my blue license stamp on
5 this page.

6 I, Jane Borrello-Lamere, Certified Court
7 Reporter in and for the State of Louisiana, as the
8 officer before whom this testimony was taken, do
9 hereby certify that the foregoing 71 pages of court
10 proceedings and/or testimony was reported by me in
11 the stenotype reporting method, was prepared and
12 transcribed by me or under my personal direction and
13 supervision, and is a true and correct transcript to
14 the best of my ability and understanding; that I am
15 not related to counsel or to the parties herein, nor
16 am I otherwise interested in the outcome of this
17 matter.

18

19

20 _____
JANE BORRELLO-LAMERE
21 CERTIFIED COURT REPORTER
LICENSE NO. 91331

22

23

24

25

\$
 \$10,000 - 60:3
 ,
 '96 - 7:25
 1
 1 - 10:9
 1.4 - 49:15
 10-foot - 35:23
 108 - 9:22, 16:10
 110,000 - 17:24
 12 - 23:79
 15 - 38:24, 59:23, 60:3
 16 - 22:20, 22:25
 18 - 9:17:8
 18-foot - 10:12
 1882 - 29:13
 19,400,000 - 16:9
 1982 - 6:9, 44:19
 1988 - 7:97
 1990 - 7:103, 44:2
 1996 - 8:84
 1999 - 8:8, 8:10
 2
 20 - 3:17, 11:8, 16:24, 62:15
 20/20 - 33:2116
 2000 - 1:11, 8:10, 8:13,
 2001 - 8:170
 2004 - 22:11
 2020 - 24:13
 23.1 - 14:9
 24-foot - 6:20, 6:22
 260 - 24:3- 25:13
 28-foot - 6:22
 3
 54:180:25, 51:23, 53:11,
 33.9 - 14:12
 35,000 - 42:13
 3rd - 60:12- 49:18
 4
 4 - 11:5

40-foot - 6:23, 8:10
43 - 9:18, 9:21
43-foot - 8:11, 11:15

5

5.7 - 15:25
500 - 16:10, 24:21
57 - 56:517:18, 49:9, 49:10
58 - 14:24

6

6-01-0012 - 1:4
65 - 16:9
67 - 15:35
6:00 - 2:25

7

700-18-0014 - 1:4
79 - 72:9

8

800 - 14:25, 15:27:12
84 - 16:10

9

13:21, 13:23, 13:24, 14:4, 9,
57:81, 38:3, 50:5, 50:16,
90b - 50:1513:15
940 - 58:1121
944 - 38:17

A

able - 9:2, 35:24, 37:23,
above-referenced - 1:11
access - 29:24, 34:19,
accident - 31:11, 32:25
accommodated - 38:9
account - 34:122:4
accurately - 4:6:11, 66:23
acquired - 16:1
acquisition - 56:13
acres - 14:8, 14:9, 14:11,
actual - 22:1216:2
add - 70:2:24
adding - 64:1612:12, 13:25
56:13, 56:16, 65:164:6, 50:3,

13:25, 46:4, 53:6, 60:14,
address - 4:11, 26:20, 28:8,
addressed - 26:19, 30:23,
adds - 9:21, 50:14
Adt - 49:9tor - 57:4
affected - 30:2, 39:1, 43:21,
affecting - 70:16
afford - 64:911, 45:12
age - 57:15 54:23
agency - 16:19, 48:6
agent - 64:23
51:21, 58:11, 63:101:11,
ahead - 16:19, 16:24, 33:10,
Alario - 1:11
14:1nment - 13:7, 13:17,
36:23 - 11:10, 23:12, 23:16,
almost - 24:21, 56:5
alone - 24:21
Alternative - 51:2354:18
12:17, 12:18, 12:19, 15:6,
51:74, 16:6, 21:1, 47:25,
12:14, 12:15, 12:24, 13:1,
43:16, 48:3, 49:17, 64:25,
Alvarez - 51:16, 51:17,
54:10, 54:15, 67:17, 67:18
angry - 63:21, 65:10, 50:15
answer - 3:20, 3:22, 16:21,
55:9, 55:19, 58:13, 60:67,
62:22rs - 55:21, 56:20,
Anyway - 20:2346:2, 49:3
appraisals - 55:17
appraisers - 55:13, 55:16
appreciation - 37:9 66:19
approached - 63:10:15
11:19aches - 8:2, 8:22,
approved - 44:1, 63:2, 66:7
area - 11:12, 11:14, 30:19,
40:3, 41:24, 57:5, 57:23,
areas - 33:24
argumentative - 66:22

ascertaining - 42:18
 aspect - 36:7 15:21
 assess - 42:189
 63:14sment - 43:6, 61:9,
 Assistance - 56:14 61:6
 Association - 51:19, 67:19
 68:1ciation - 52:3, 54:17,
 assured - 43:9 65:18
 attended - 8:14, 65:17
 attentively - 41:23
 Auto - 18:65:6
 available - 3:23, 22:4, 32:12,
 61:12, 61:15, 62:14, 62:23,
 Avenue - 5:15, 13:3, 13:6,
 average - 49:101:6, 63:9
 Avondale - 29:25, 44:10,
 aware - 20:15, 38:1 53:15

B

backed - 31:13, 32:19
 bad - 29:10, 39:6, 7:24
 bank - 23:913
 Barnes - 51:412
 barrier - 10:19, 11:2
 base - 34:2, 53:10
 Baton - 24:18
 become - 4:14, 33:4, 71:4
 began - 6:197, 31:3
 beginning - 15:7
 belligerent - 66:21
 benefit - 17:25:21
 best - 18:9, 18:12, 38:6,
 better - 22:8, 32:13, 49:11
 44:10, 46:3, 46:8, 49:23, ,
 Between - 46:15:16, 69:17
 beyond - 49:11, 54:1
 bicycles - 35:24, 38:8
 Bicyclists - 36:24 36:16
 biggest - 6:5, 29:24
 Bill - 3:14, 36:21, 37:6
 Blaise - 2:17, 22:16, 22:18,

block - 47:21
blue - 72:415, 45:18
13:20, 15:624, 12:3, 12:13,
bond - 23:10
bonds - 24:5, 24:6
Borrello - 1:20, 72:6, 72:20
bottlenecked - 58:24
bought - 18:20, 59:22
bound - 15:18:11
bracket - 10:11
Bricker - 70:15
5:20, 5:22, 5:24, 6:3, 6:10,
8:1, 8:3, 8:5, 8:19, 8:24, ,
9:13, 9:25, 10:10, 11:18, 9:10,
17:15, 21:19, 24:18, 28:4,
32:11, 32:12, 34:5, 34:14,
36:3, 36:8, 36:24, 37:7, ,
37:23, 38:3, 38:4, 38:25, ,
41:16, 41:25, 42:21, 44:8,
45:19, 46:25, 47:3, 47:6, ,
56:6, 58:15, 60:1, 60:5, 54:7,
68:21, 68:23, 68:24, 68:25,
69:16, 69:22, 70:9, 70:20
4:21, 4:22, 5:15, 13:3, 13:6,
36:17, 41:9, 44:18, 50:13,
56:11, 58:19, 60:12, 60:24,
bridges - 6:1, 31:6, 68:20
bring - 34:1
Briscoe - 41:21, 41:22,
44:3, 44:24, 45:7, 43:17,
Bruce - 2:23, 10:15
build - 10:19, 11:13, 24:8,
68:21, 68:22 44:8, 44:12,
built - 5:22, 6:1, 6:5, 7:23,
18:23, 36:19, 15:20, 18:12,
business - 14:17, 14:19,
56:16, 65:1830:12, 45:9,
34:10, 45:4, 52:1, 33:18,
Buy - 27:15, 28:22, 60:2
buyer - 27:1428:21, 42:14

buying - 23:6, 24:22

C

cable - 39:3

Canal - 24:20

28:17dates - 27:22, 28:13,

capacity - 5:2, 5:11, 6:3,

17:20, 17:22, 17:25, 32:916,

cards - 58:5 4:2, 16:22, 17:5

19:25, 20:10, 20:17, 21:6

22:18, 37:82:17, 22:7, 22:16,

carry - 6:4, 7:14, 7:21, 9:12

69:9 - 19:20, 40:15, 42:9,

casing - 45:17

catalog - 19:13 29:14

49:20, 50:2, 50:2348:25,

Causeway - 53:152:20

Cei - 2:25

cent - 23:1114

cents - 22:24, 23:8, 24:6,

Certain - 26:18

50:15, 57:22:13, 50:14,

34:11linly - 22:14, 34:9,

certificate - 72:3

certify - 72:920, 72:6, 72:20

Chairman - 33:16

Chamber - 33:17, 34:20,

chance - 30:25, 39:1, 39:16

65:13e - 13:15, 65:12,

Charles - 35:16 69:10

56:7, 56:12, 64:23:7, 55:11,

children - 57:14

29:18eles - 29:16, 29:17,

chosen - 48:15

churches - 65:7

citizens - 30:13, 62:23,

City - 5:15, 13:3, 13:6, 18:22,

31:15, 31:17, 31:25, 36:19,

52:6, 56:5, 56:11, 60:12,

city - 29:24 62:16

class - 63:24, 67:23

40:17 - 19:20, 40:13, 40:15,
40:17-cut - 40:13, 40:15,
clearly - 4:5, 19:18
close - 28:4, 28:5, 39:13,
closed - 29:1, 29:2
Co-chairman - 25:8
23:17, 23:22, 27:18, 28:20,
Coastal - 2:212:21
collect - 24:938:1
comfortable - 66:24
39:10, 44:9, 49:4, 50:4, 50:5,
62:1, 64:24 50:12, 50:13,
commencing - 2:2
23:24, 61:7, 62:12, 62:13
Commission - 29:1943:19
committee - 25:13:12
communicate - 68:4
community - 63:17, 64:13,
compact - 14:10:15, 70:20
compare - 14:21, 49:21
compensate - 64:33
compensating - 64:1
42:4, 64:6on - 40:15,
complaint - 27:182
69:2, 69:3 11:16, 64:4,
7:11, 23:13, 35:8, 39:6,
completion - 46:8, 46:16,
compliance - 20:11
concern - 30:1, 30:15, 57:4
27:7, 31:9- 26:22, 27:6,
65:3erns - 4:6, 18:17, 34:8,
concrete - 9:142
conditions - 19:13 46:13
confused - 70:14
connect - 20:2554:18
30:21, 30:25, 31:12, 31:15,
48:17, 31:25, 36:20, 38:6,
21:5ection - 21:2, 21:4,
consideration - 63:5
constant - 65:125

construct - 11:5, 68:22
 24:12ructed - 11:4, 22:20,
 construction - 12:20, 14:23,
 20:4, 20:16, 22:12, 23:13,
 31:16, 33:1, 40:4, 40:11,
 consultants - 8:18 68:25
 continue - 7:24, 21:245
 control - 53:12, 54:1
 conventional - 15:15
 4:18, 17:13, 19:10, 20:2,
 31:20, 32:4, 36:14, 37:1,
 41:4, 41:15, 46:9, 46:18, ,
 49:6, 50:9, 51:10, 52:21,
 54:13, 60:4, 67:94, 54:5,
 Corporate - 15:21:17
 corridor - 5:5, 6:104, 72:13
 12:2, 14:20, 14:22, 14:24, 3,
 16:9, 44:25, 45:3, 53:6, 6:8,
 costly - 12:3
 16:5, 16:8, 44:21:4, 12:6,
 Councilman - 3:4, 3:5,
 24:25, 21:11, 22:13, 22:17,
 Councilmanic - 28:16
 count - 49:4, 49:8
 Coupee - 24:19 49:15
 course - 23:2, 24:13, 27:8,
 court - 72:957:15, 57:20
 crack - 27:10 72:6, 72:20
 cracks - 39:316
 creates - 45:15
 30:24, 31:12, 31:15, 31:17,
 critical - 26:28:5, 48:16
 36:24, 37:16, 52:7, 60:2, ,
 crossing - 24:20, 37:11,
 curious - 50:75:5, 67:6
 41:17nt - 9:23, 32:8, 41:5,
 cycling - 37:20:15, 40:17

D

D.o.t.d.'s - 2:14, 2:15
 damage - 18:24, 40:14, 55:3

70:18ed - 27:12, 40:8,
date - 49:14, 66:6
David - 16:16, 65:8
days - 4:13, 71:4
decade - 23:4, 23:14, 24:17
decide - 67:12
decision - 23:19, 24:1
dedicated - 22:25, 23:12
defense - 67:19
Delaney - 63:7, 63:8, 65:4,
delay - 30:466:18
department - 58:1
6:18, 6:25, 8:8, 8:18, 22:8,
depreciation - 42:3 71:3
derive - 33:3, 22:18
design - 8:1916
designed - 49:17:15
desirable - 53:5
destroyed - 28:22, 39:15
determine - 55:1
develop - 62:3:4, 8:6
development - 25:23, 26:5,
Development - 2:7, 22:19,
difference - 33:8, 64:8
digging - 38:21, 38:22
13:4, 13:8, 17:18, 38:7, 0:22,
directions - 49:10
disadvantage - 14:3
displaced - 55:2
distinction - 21:1
distributed - 65:6
district - 27:4, 27:5, 28:16
62:15ict - 2:18, 21:12, 28:16,
disturbing - 44:13
50:6ded - 13:8, 13:24, 34:18,
do-nothing - 12:17, 12:18,
document - 48:7, 61:11,
documentation - 66:11
62:22ents - 19:17, 19:18,
dollars - 21:25, 24:3, 24:10,

Donaldsonville - 36:24
19:5, 19:15, 20:8, 21:20,
31:1, 31:16, 31:24, 32:6, 9:8,
54:19, 57:11, 57:19, 68:16,
Donna - 57:2
67:12- 30:1, 32:17, 50:16,
doubles - 14:15, 14:16
34:25, 36:9, 36:18, 37:4,
down - 13:1, 28:4, 28:5,
36:22, 37:23, 39:17, 41:2,
Dr - 23:1:22, 59:25, 68:24
draft - 48:4
drainage - 38:18, 38:23
Drive - 15:21, 26:15
39:2, 39:249:19, 27:9, 38:20,
dropped - 6:16, 12:1, 12:8,
Dupre - 18:15, 18:16, 19:25,
during - 1:10, 3:21, 4:4,
19:18, 20:6, 27:8, 30:16,
During - 67:5 55:3
45:20- 42:3, 42:6, 45:15,
Dyson - 60:10, 60:11, 60:19,
61:14, 61:20, 62:8, 62:17
E
15:25, 16:62, 12:4, 12:16,
Earhart - 69:172:7, 12:10
earth - 19:19
easier - 48:1824
East - 15:21, 24:18, 67:6
15:5, 15:24, 16:5, 18:10,
31:2, 31:7, 48:12, 64:19, ,
easy - 31:5, 56:19
economic - 26:6, 33:25,
Ed - 3:1
education - 34:4
68:23t - 31:24, 41:12, 67:13,
eight - 9:19, 10:24, 14:23,
eight-foot - 9:19
eighties - 49:22, 69:7
elderly - 57:1920:24

elected - 3:2, 3:9
elements - 32:10
elimination - 12:21:12
embrace - 65:13
58:24, 59:12, 59:131:8,
encasement - 9:15
encouragement - 25:17
23:14, 24:16, 35:7, 36:1,
endorse - 25:25
engaged - 6:1713:13, 13:22
Engineering - 1:4, 7:11
enhance - 12:107:10
entire - 5:17, 29:22
enumerated - 22:21:1, 16:23
Environment - 2:21
8:20, 23:19, 26:21, 32:22,
Environmental - 2:6, 48:5,
equipment - 39:8
essential - 33:20
12:21, 23:4, 37:17, 11:17,
16:6, 55:6, 64:2, 64:235:1,
estimated - 10:22, 14:7,
46:16, 15:3, 16:8, 24:7,
Eustis - 7:11:7
evaluation - 8:2, 8:4
2:17, 3:3, 3:19, 16:15, 33:14,
57:2, 62:12, 64:25, 52:8,
evenly - 50:6:13
except - 35:8, 65:12
exhibits - 3:18, 8:16
existing - 5:19, 6:19, 6:20,
11:3, 15:14, 17:15, 32:11,
exists - 6:6, 10:10 44:23
exits - 36:1
33:24d - 21:21, 33:23,
expect - 19:21, 47:17, 68:6
expedite - 26:2 22:11
expense - 36:13 26:9
expensive - 52:25, 70:12
explained - 64:23

expressed - 67:13
 expressway - 21:2, 31:4,
 extend - 11:3
 extra - 36:27:8
 F
 facility - 5:3, 5:12, 5:17,
 fact - 6:11, 25:19, 26:4, 4
 factor - 42:6, 42:7, 63:20
 fair - 53:19, 54:7, 55:1
 falling - 41:10
 far - 30:23, 32:21, 39:9,
 64:22, 39:24, 55:12, 59:12,
 59:1711 - 58:9, 58:10, 58:22,
 fatigue - 8:2, 8:3, 8:5
 feasibility - 6:18, 6:24
 features - 9:9, 12:23, 13:9,
 federal - 16:19, 48:6
 feet - 9:17, 9:18, 9:19, 9:21,
 38:24, 39:8, 39:13, 41:25
 Fema - 64:7 24:19
 few - 32:7, 41:24, 51:25
 fifty - 64:17:7
 figures - 63:13
 fill - 3:22, 3:25, 16:22
 finally - 11:1519
 finish - 23:34:8
 firehouse - 68:1
 firms - 2:20 2:25, 6:17
 19:11, 46:103, 17:5, 18:20,
 46:2, 59:2211, 26:23, 27:6,
 38:23, 44:20, 47:7, 69:8,
 float - 39:425
 floor - 11:3, 11:6
 flow - 5:13, 5:14, 53:14
 fly-over - 15:17
 follow - 19:21
 foot - 5:22, 9:17, 9:19, 9:20,
 46:11, 11:2, 11:10, 17:16,
 foregoing - 72:96, 14:1
 form - 4:9, 4:10, 4:12, 4:15,

format - 3:13
forth - 31:5, 33:4, 48:13,
forward - 8:9, 21:21, 22:15,
63:18, 26:9, 57:24, 61:2,
foundation - 9:10, 9:12,
foundations - 9:13
17:12, 17:17, 18:1, 22:24,
38:7, 23:11, 24:6, 24:10,
four-truss - 9:71
Frank - 16:16, 34:23, 34:24,
38:11, 36:9, 36:18, 37:4,
front - 38:24, 58:14, 58:24,
Frontier - 26:25
full - 68:14, 23:11, 24:5
funded - 24:4
funds - 57:99, 23:14
19:9, 25:14, 25:22, 26:5, 7,
26:6

G

gasoline - 24:2323:8, 24:6
geometric - 53:4
George - 26:12, 26:13, 26:14
Giambelluca - 3:4, 3:5, 21:9,
24:25, 21:11, 22:13, 22:17,
given - 39:14, 46:5, 60:13
Governor - 28:9, 28:12
Governor's - 28:12
15:10, 15:11 8:1, 8:21, 13:2,
great - 43:22, 48:14, 61:22,
greater - 14:23, 44:22
Grenfell - 2:3, 2:6, 3:7, 3:11,
21:8, 25:2, 26:11, 29:15,
38:13, 39:23, 40:9, 41:20,
43:24, 44:14, 45:2, 45:23,
52:17, 54:20, 55:5, 56:24,
60:17, 61:4, 61:17, 62:5,
66:5, 66:13, 67:1, 67:15,
70:21, 71:1, 71:93, 70:3,
Griffin - 38:14, 38:15, 38:16,
41:18, 70:6, 70:72, 41:13,

15:9nd - 5:14, 13:2, 13:5,
growth - 26:7, 49:163
23:16, 23:17, 23:22, 27:18,
gubernatorial - 28:132:21
Guess - 28:3, 27:15, 49:11
guy - 36:20, 37:23
guys - 65:10
H
hall - 65:9, 58:14
14:18, 14:25, 22:9, 23:21,
handled - 34:9
handrail - 37:19
hard - 51:45
havoc - 30:4
50:1 - 35:7, 35:13, 49:8,
headaches - 48:2148:22
57:12h - 42:2, 42:7, 45:13,
heard - 25:17, 27:13, 45:9,
hearing - 25:11, 26:17
heavier - 7:1811, 25:12
held - 1:11, 1:12, 62:25
help - 25:14, 56:15
herein - 72:15
hiatus - 8:7
high-speed - 21:2, 21:4, 57:4
highest - 41:17 41:7
highway - 7:19, 7:21
8:18, 15:11, 15:13, 15:18,
hike - 35:4, 57:8
hold - 53:16:7
54:24, 55:8, 55:20, 56:3,
home - 26:25, 27:1, 27:10,
27:16, 27:22, 28:19, 28:22,
56:2, 56:8, 56:10, 64:1014,
homes - 27:24, 40:7, 40:10,
homesteaders - 29:13
hope - 21:18, 56:20, 56:231
hours - 19:5, 20:1, 20:7,
house - 19:21, 23:6, 42:13,
houses - 18:23, 19:14,

Houten - 26:12, 26:13, 26:14
16:11, 23:1, 28:5, 30:14, 22,
32:8, 36:17, 40:25, 41:1,
58:19, 60:24, 69:17 54:25,
hundred - 10:1, 10:2, 17:23

I

I-49 - 19:8, 19:23, 20:24,
idea - 67:10, 67:13
Impact - 2:657:20
23:18, 26:21, 27:10, 27:25,
impacted - 14:9, 14:10,
impacts - 14:6, 15:23,
implemented - 6:132
important - 29:21, 30:4
improve - 5:464:3
improvement - 51:1216, 13:7
14:4, 58:20s - 13:18,
improving - 5:33
55:22, 63:1119:6, 28:17,
incomplete - 23:3:9
incorporate - 19:8:12
increase - 5:2, 49:18
indicating - 11:24 30:24
individuals - 63:17, 64:5
infill - 9:1524:20
informed - 63:18, 66:2313
initial - 32:10, 46:7, 46:13
65:25 - 48:8, 64:25, 65:2,
insufficient - 38:5
interchanges - 5:8
interests - 55:14, 55:156
13:15, 13:24, 14:5, 15:15, ,
intersections - 15:22
introduce - 3:3, 16:15
investigated - 8:10
investment - 8:67:11
43:21, 44:8, 55:1519:16,
issue - 19:2, 26:20, 27:3,
38:2, 27:19, 28:19, 34:12,
34:4, 36:12:3, 26:18, 30:22,

itself - 45:14

J

16:12, 16:13, 17:2, 18:4, 4:19,
 29:15, 30:6, 33:9, 34:22,
 41:20, 42:16, 42:24, 43:4,
 45:23, 48:2, 48:23, 50:25,
 56:24, 58:4, 58:17, 59:10,
 62:5, 62:10, 63:3, 64:21,
 67:15, 68:10, 69:5, 69:23,
 Jane - 1:20, 72:6, 72:20
 5:15, 15:10, 15:13, 15:17,
 25:15, 25:18, 25:20, 25:22,
 34:5, 34:15, 34:19, 34:20,
 Jeremy - 2:24 57:3
 55:8, 55:20, 56:3, 56:9, :23,
 job - 5:1, 12:10, 51:25,
 jobs - 45:11
 50:2, 50:234, 48:25, 49:20,
 61:14, 61:20, 62:8, 62:17
 40:5, 40:16, 40:22, 41:13, ,
 June - 1:12, 70:6, 70:7
 justify - 8:63:7

K

Karen - 2:25
 70:10- 25:15, 33:4, 42:12,
 Keith - 18:5, 18:7
 kids - 33:5
 kinds - 48:1332:6, 51:12
 knowing - 70:1618:7
 knows - 59:18

L

13:23, 14:513, 13:14, 13:22,
 lady - 26:19
 lamere - 1:20, 72:6, 72:20
 land - 25:14, 33:22, 34:16,
 landlocked - 64:14
 lane - 10:14, 10:21, 17:10,
 37:6, 46:79, 33:2, 36:21,
 9:18, 9:19, 10:12, 11:2, 6:20,
 13:8, 13:25, 15:8, 15:11,

17:20, 21:20, 46:4, 46:11,
Large - 21:13 67:6
larger - 6:1 6:14
laser - 13:113
last - 4:9, 11:15, 39:18,
late - 22:11, 24:12, 52:11
20:21, 37:10 20:12, 20:15,
leads - 34:3, 48:6
least - 66:115:15
leaving - 41:10
59:17 - 58:9, 58:10, 58:22,
Lee's - 58:125:4, 25:5
42:6 - 9:21, 12:3, 15:7, 18:23,
legislative - 19:3
legs - 37:24- 20:19
16:1, 32:8, 70:127:6, 14:2,
levee - 35:24
libraries - 62:165, 15:9, 27:9
License - 72:21
41:25, 54:25 29:11, 29:12, 34:3,
lift - 30:253:15
light - 53:1214
likewise - 26:6 54:4, 54:11
limiting - 67:7
list - 66:108:21, 29:12, 35:3
listening - 41:23, 70:7
live - 26:15, 27:8, 27:22,
30:9, 38:17, 39:9, 42:1, ,
59:8, 63:8, 63:17, 63:23,
lived - 56:6, 63:23
living - 18:19, 42:10, 54:24
loading - 7:18, 7:19
loan - 64:8, 64:9, 7:15, 9:12
62:16 - 52:5, 52:14, 53:11,
69:8 tions - 44:19, 44:20,
locks - 59:2
look - 3:17, 5:18, 8:24, 14:6,
33:11, 34:25, 43:15, 48:15,
57:23, 60:22, 61:24, 62:11,
looked - 36:6, 40:11, 52:19,

looking - 8:22, 21:13, 21:14,
57:23, 58:14, 44:19, 51:24,
looks - 25:19, 54:17
losing - 18:8
Louis - 35:11
27:17, 35:9, 37:14, 44:2,
lower - 15:1, 21:4, 41:10
Luling - 38:3, 38:4
46:21, 47:2, 47:8, 47:13, ,
47:23, 48:9

M

mailing - 4:11
9:9, 11:17, 12:20, 32:12, 4,
maintained - 9:24, 9:25,
maintenance - 10:6
majority - 51:24
50:17, 58:11 29:5, 29:6,
Manager - 2:6
Manhattan - 31:3
marine - 9:25
market - 23:10, 55:1
Martin - 2:24, 49:13, 49:24
Masters - 2:20, 2:22, 3:15
18:2, 68:14, 68:15, 69:12:8,
Mcpherson - 56:25, 57:1,
mean - 8:3, 32:16, 40:20,
means - 52:5, 55:23
measured - 50:13
Meeting - 1:2, 2:2
4:3, 4:13, 4:14, 8:13, 8:14,
43:10, 43:13, 51:20, 52:19,
65:8, 65:20, 67:21, 67:22, 25,
meetings - 65:9, 65:15,
mentioned - 57:1725
Metairie - 25:6:1
method - 72:11
microphone - 4:51:3
midst - 8:20
Mike - 17:6, 17:7, 17:8, 3
69:12, 18:2, 68:14, 68:15,

63:6, 70:4, 17:5, 58:7, 60:8,
miles - 31:13, 32:2067:18
14:25, 15:1, 15:2, 15:3, 16:7,
24:21, 21:24, 24:3, 24:10,
minimized - 12:5
minutes - 3:17, 16:24
35:8issippi - 32:18, 35:3,
mitigation - 42:19:11
modified - 9:13, 9:14
moment - 8:2320, 2:22, 3:14
22:9, 22:10, 44:5, 45:13,
monies - 64:16
Most - 63:24:1
53:16, 54:16 29:21, 35:22,
Movassaghi - 23:2:9, 15:21
26:9 - 11:9, 21:21, 25:25,
moving - 19:19, 25:15
multiplication - 69:196
Mumphrey - 2:1535:4
33:14y - 33:12, 33:13,
must - 23:19, 39:4
N
26:14, 38:16, 48:19, 51:3,
63:6, 67:16, 68:13, 70:5,
narrow - 48:20
near - 9:3, 15:8, 15:9, 48:11
need - 18:12, 21:21, 33:24,
59:14, 62:23, 65:5, 67:23,
needed - 51:13, 57:7
negotiating - 55:186
neighborhood - 51:12
never - 6:13, 18:25, 21:17,
New - 23:11, 35:22, 36:16,
new - 6:10, 7:4, 7:8, 7:22,
11:6, 11:10, 11:14, 12:12,
39:19, 44:12, 44:20, 45:4,
69:11, 68:22, 69:2, 69:8,
next - 11:9, 11:13, 29:7,
Nick - 3:4, 3:5, 21:9, 21:10,
night - 19:5, 19:6, 20:5,

Nine - 51:19, 52:6, 67:18
 11:2, 16:4, 16:7, 17:16,
 nine-foot - 5:22, 9:17,
 nobody - 40:21, 59:18, 11
 Nobody's - 29:9
 42:19 - 42:6, 42:17, 42:18,
 non - 12:2:9
 notary - 64:12
 12:19, 21:25, 37:25, 59:1,
 nothing's - 22:2
 notification - 66:17
 numbers - 24:2, 49:17,
 numerical - 63:13
 nutshell - 16:11
 O
 Oak - 58:14, 63:9
 obvious - 33:25:9
 Obviously - 34:63
 occupying - 56:8
 off-hours - 20:1
 office - 2:1818, 50:22
 officer - 72:8
 offset - 9:20:2, 3:9
 26:24, 38:7, 42:13, 56:5,
 Once - 39:55
 one - 3:23, 3:25, 8:22, 9:1,
 13:16, 14:8, 14:15, 14:16,
 19:12, 22:20, 22:25, 24:17,
 33:2, 33:23, 34:19, 38:22,
 44:16, 46:7, 51:4, 51:6, 52:3,
 65:21, 69:18, 70:11, 65:16,
 open - 29:3, 34:17, 44:12,
 59:19, 58:15, 58:16, 59:7,
 opening - 31:15
 operated - 53:25
 operation - 10:20, 10:22
 opinion - 32:16, 37:10
 Ordoyne - 67:3, 67:4
 organizations - 68:5, 68:4
 original - 12:7

Orleans - 35:15, 35:23, 1
Ormond - 35:6 69:16
outcome - 72:1616
overdue - 18:1137:13, 58:20
overpass - 13:21, 13:23
own - 27:24, 56:1, 63:144
owners - 55:18
owns - 30:11

P

pages - 72:972:5
paper - 67:24
parish - 29:22, 34:17
18:10, 21:12, 21:16, 24:19,
25:22, 26:7, 29:19, 33:15,
43:22, 57:3, 59:13, 59:166,
Parkway - 15:8, 15:12
15:20, 16:21, 23:25, 42:20, 5,
59:15, 71:5, 52:20, 58:20,
particular - 37:19
parties - 72:1520:23
past - 19:3, 22:1, 24:9, 18
pastor - 60:118:18
Paul - 2:18, 55:7, 55:11,
pay - 24:9, 28:10, 28:11,
pay-as-you-go - 24:9
penalize - 64:188:3
28:10, 28:11, 29:7, 30:18,
34:11, 35:4, 39:12, 43:19,
51:25, 55:2, 55:23, 59:9,
68:3, 69:20, 70:122, 68:2,
24:6, 24:10, 49:15, 23:8,
perhaps - 5:25, 10:23, 22:7,
period - 4:4, 32:2, 32:7,
permit - 13:18, 16:177:5
63:21n - 19:21, 48:10, 55:7,
72:12nal - 37:9, 66:11,
persons - 57:13, 57:15, 5
pertinent - 18:18
Peterson - 2:239:17, 29:18
Philip - 30:7, 30:8, 30:9,

Picayune - 29:5
pictures - 4:24, 40:3 4:24
pier - 8:25, 9:10, 9:13:3
pile - 18:25, 19:19, 38:20,
pilings - 27:10, 45:17
37:12, 37:16, 23:14, 35:18,
plan - 47:17, 48:7:6, 45:16
planning - 30:1848:1, 62:7
Plantation - 35:6:21
plus - 64:1611
Point - 24:19, 51:19, 52:6,
point - 21:3, 32:5, 32:11,
pointed - 32:9, 33:2113, 53:4
police - 47:20, 53:15
policy - 64:2324
politicians - 27:23, 45:10
popular - 35:13
47:6, 64:3, 64:8 46:25, 47:3,
52:12, 67:7, 67:11, 52:4,
36:23, 44:20, 52:1, 56:20, 4,
possibly - 58:2, 68:24
66:1, 66:9, 66:18:8, 65:4,
pour - 45:1614:3, 31:7
poverty - 63:25
practicing - 37:10 24:15
preliminary - 7:25
preparing - 48:5, 61:5 72:11
3:18, 8:17, 39:21, 43:14,
presentation - 3:15, 4:25,
presented - 61:22
President - 51:18
pretty - 37:226
private - 14:2, 14:11, 15:25
problem - 31:19, 60:5,
problems - 40:24, 42:2,
procedure - 19:22
proceedings - 72:10 58:2
processing - 8:205:16, 26:4
professional - 32:16
44:17, 56:15:21, 22:23,

Progress - 65:11
29:9, 29:10, 48:22, 66:24
Project - 1:4, 23:1
8:10, 12:9, 13:11, 13:13,
13:25, 15:7, 15:20, 16:12,
22:11, 22:20, 23:5, 24:4, ,
29:20, 29:21, 30:4, 30:15,
38:9, 42:20, 45:3, 46:3, ,
52:20, 52:23, 54:17, 58:18,
projected - 49:15, 68:16
22:21, 22:25, 23:12, 24:8,
57:17, 24:21, 43:25, 44:16,
prompt - 53:4:3, 44:1
properly - 64:5
34:1, 42:3, 57:65, 18:19,
property - 6:14, 7:6, 14:13,
42:5, 42:9, 42:11, 44:7, ,
55:12, 55:14, 55:18, 56:14,
proposal - 68:23:17
proposed - 2:9, 3:16, 9:18,
58:18, 61:6, 65:1, 65:222,
69:21sing - 17:10, 63:16,
protected - 11:2
prove - 28:3 41:7
provisions - 15:15, 15:16,
Public - 1:2, 2:2, 57:3
8:14, 11:20, 14:8, 14:12,
64:12, 66:8, 25:16, 43:13,
pump - 37:237:9
purpose - 64:2424
pushed - 34:13, 36:21
29:12, 30:20, 35:13, 42:12,
putting - 6:4, 44:6, 47:19,
52:12

Q

quality - 34:38
question-and-answer -
questions - 3:18, 19:23,
61:7, 61:25, 62:2, 62:4, 71:6
quite - 11:7:1, 34:14

quo - 12:22

R

rail - 10:1, 27:20

railroad - 5:24, 6:1, 6:2, 6:6,

16:3, 44:11 14:10, 14:13,

Raines - 51:1, 51:2, 51:3

raised - 56:42:25

ramp's - 15:2053:3, 54:7

15:11 - 13:2, 13:4, 15:10,

rapidly - 48:1817:24

rather - 18:18

Ray - 2:1416

Re - 1:10

reach - 13:20

67:23- 32:17, 61:21, 61:23,

real - 2:18, 14:22, 15:1,

really - 7:22, 26:18, 43:18,

reason - 34:20, 58:130:15

reasons - 33:20, 33:25,

Rebowe - 30:7, 30:8, 30:9,

rebuilt - 13:24

recent - 33:21, 64:6

16:21, 16:24, 17:19, 16:20,

recognized - 3:9

recommendation - 62:19

reconstructing - 5:9

40:7, 50:19, 68:13, 70:5:4,

records - 50:17, 50:18

25:21elopment - 25:20,

31:1ce - 11:25, 12:4, 12:6,

reexamined - 12:531:6, 32:18

referring - 60:18

regard - 57:12

region - 33:229:25

related - 72:15, 68:9

reliable - 23:7, 60:24

relocation - 14:19, 56:16,

Relocation - 56:149

14:18, 14:19, 16:4, 45:5, ,

remaining - 6:7, 8:5, 11:13,

remember - 22:22, 68:2
removal - 32:10
repairs - 28:44
replace - 10:18
report - 6:24, 7:98
reported - 72:10
Reporter's - 72:172:7, 72:20
represent - 29:18
represents - 33:175:8
requested - 52:18
requirement - 37:216:17
requires - 20:164:3
33:15, 56:125:7, 26:16,
16:3, 34:1, 56:1617, 14:19,
61:1, 61:16 30:1, 34:11,
responses - 60:13, 60:2071:8
restricted - 14:4 10:21, 38:2
result - 5:10 67:12
retailers - 31:431:3
retiree - 57:3, 45:14
Rev - 60:10, 60:19, 61:14,
Reverend - 60:1117
revised - 11:23, 11:24, 12:4
rich - 21:179:1
rid - 35:21:16
14:2, 14:7, 14:9, 14:11, 6,
River - 35:3, 52:13, 52:14,
river - 5:8, 13:14, 34:18,
39:4, 51:8, 51:2218, 35:19,
52:14, 59:8, 59:21, 52:13,
47:20, 47:21, 59:4, 59:1944:6,
11:5, 11:6, 11:7, 11:9, 11:10,
32:12, 37:18, 41:6, 41:10,
9:17ways - 5:9, 6:21, 7:16,
role - 25:8
room - 35:21, 36:2, 38:5
roughly - 24:3, 24:9
route - 51:7
run - 28:18:5
21:12, 27:23, 28:17:19,

S

sacrificial - 42:1, 45:8, 45:9
 safety - 5:4, 5:16, 36:7,
 salary - 28:11, 28:12
 Sales - 18:6
 satisfy - 12:919
 scheduled - 24:11
 school - 30:11, 33:5, 57:4
 seat - 44:520
 second - 19:2, 19:22, 20:3,
 second-class - 63:24
 23:1, 24:14, 28:8 22:18,
 35:9, 37:12:14, 2:15, 8:25,
 11:7, 33:11, 35:1, 35:24, ,
 62:12, 64:13, 69:14, 69:18
 Segnette - 1:11:1
 sell - 27:12, 39:15, 39:16
 sense - 23:1024
 separation - 13:2, 15:10,
 September - 11:20, 65:20
 serve - 10:190:2
 serving - 16:18
 session - 19:3:22, 38:23
 53:19, 54:3, 54:6, 66:1653:15,
 Seven - 14:15
 Several - 60:13, 60:20
 60:24, 65:17, 67:14, 69:7
 shadows - 54:24, 56:6
 Sharron - 55:25
 shift - 39:7:1
 shipyard - 53:13, 53:16
 shop - 31:8, 36:21
 Shortly - 3:14 32:7, 47:19
 shoulder - 9:20, 37:13,
 shoulders - 17:20, 35:23
 40:14, 65:22 10:7, 40:10,
 shows - 10:521
 shutting - 32:28:24
 34:19, 35:14, 38:7, 38:22,
 sides - 47:1059:1

sign - 2:24, 4:16, 66:16
signals - 12:21 4:16, 66:16
23:24, 69:11- 17:24, 23:18,
7:21, 44:22ly - 7:3, 7:5, 7:6,
simple - 46:15
simultaneously - 47:10
14:18e - 9:7, 10:14, 10:21,
singles - 14:15, 14:16
situation - 25:21, 27:25,
six - 14:11, 17:20, 18:1,
slab - 39:3
slide - 10:5, 17:21
slow - 32:257:20, 57:13
someone - 16:15, 18:21,
something's - 39:9
Sometimes - 29:10 48:22
son - 30:1055:21
Sooner - 68:21
sorry - 10:15, 64:10
span - 9:3, 51:225
speaks - 4:48:21
specific - 7:13
specifics - 59:15, 65:5
spiral - 52:13, 53:3
43:1, 43:8, 43:17, 44:3,
St - 24:18, 35:11, 35:16,
staff - 2:13, 2:19, 3:18,
stage - 10:8, 10:15, 11:9,
Stage - 10:9, 10:13, 10:25,
stages - 10:6
stand - 27:25, 33:16
41:5dard - 19:12, 21:19,
start - 22:11, 23:21, 40:4,
started - 6:9, 8:12, 34:13
State - 1:4, 27:17, 28:2,
state - 29:22, 58:8, 60:8,
statement - 3:22, 4:2, 4:7,
70:23, 71:3 58:7, 68:12,
71:4, 71:6 - 4:12, 17:5,
staying - 42:11

steady - 23:6
 steering - 25:137:20, 47:21
 Sternitzke - 2:23, 49:12,
 Steve - 50:17, 51:16, 51:17,
 54:10, 54:15, 67:17 54:2,
 still - 5:24, 6:2, 15:22, 35:16,
 stock - 23:1045:9
 straight - 13:7, 39:12
 streamlined - 14:29
 51:4, 58:14, 60:129, 15:21,
 Strength - 50:17 58:16
 stresses - 7:229:14
 stronger - 41:7
 studied - 6:22, 68:17
 12:8, 21:14, 21:24, 22:2,
 44:18, 44:21, 57:11, 60:14,
 Study - 25:9, 33:22
 6:18, 12:12, 15:22, 21:16,
 42:17, 42:23, 50:11, 60:16,
 69:62, 60:25, 61:24, 62:24,
 stuff - 26:17, 40:25
 suffer - 69:135:10, 35:12
 suffering - 7:22, 57:14
 supervision - 72:13:12, 17:11
 33:19rt - 28:14, 30:14,
 supporting - 34:21
 suspect - 37:246
 System - 57:4 34:10

T

table - 2:24, 3:24, 4:1, 4:16,
 tabular - 14:7
 16:8, 64:222:6, 16:4, 16:7,
 Tara - 45:24, 45:25, 46:14,
 47:23, 48:9, 47:8, 47:13,
 taxes - 45:1123:12, 24:5, 34:2
 technically - 17:25
 temporarily - 47:21
 14:17, 30:20, 38:22, 41:11,
 ten-foot - 11:10
 tends - 52:80:20

terms - 14:13, 62:22
themselves - 3:3, 72:10
therefore - 7:1911
Third - 60:114:4
thousand - 14:25, 15:2,
17:23 16:7, 16:10, 16:11,
three - 5:6, 9:8, 9:19, 11:16,
18:1, 18:17, 21:19, 24:21,
three-barrel - 9:8
tie - 59:4, 59:55, 25:16
tightened - 11:25, 12:5
Timothy - 41:21, 41:22,
44:3, 44:24, 45:7, 43:17,
today - 5:20, 8:16, 10:10,
today's - 49:197:15
toll - 36:25, 39:18, 33:14
tomorrow - 23:22:14
8:22, 23:15, 23:24, 26:17,
27:17, 28:14, 29:8, 38:8,
65:21, 67:14 61:23, 61:25,
top - 4:20, 35:2, 49:7, 50:1
15:3, 16:1014, 14:16, 14:24,
touch - 67:23:3
toward - 4:2112
town-hall - 65:99
tractor - 67:7 7:20
traditional - 35:107:7
38:1fic - 10:25, 11:8, 37:13,
6:6, 7:2, 7:21, 9:24, 9:25, 14,
10:21, 11:9, 11:11, 11:17,
20:8, 30:13, 30:15, 30:17,
31:10, 31:19, 31:23, 32:6,
32:25, 33:3, 33:7, 34:8, 34:9,
49:8, 49:10, 49:14, 49:18, :4,
50:12, 50:19, 52:5, 52:8,
53:14, 53:22, 54:7, 54:11,
Trail - 35:3 69:10, 69:20
35:14 - 35:4, 35:5, 35:10,
trails - 35:77
transcribed - 72:12

72:13cript - 4:14, 71:5, 72:4,
Transportation - 2:7, 22:19,
travel - 64:16
treated - 63:2418
Trooper - 38:226:20, 36:22
truck - 39:7, 59:48:13
true - 39:2, 72:13
trusses - 9:4, 9:5, 9:6, 9:15,
trying - 5:2, 5:4, 23:3, 35:20,
Tuesday - 1:12
59:23- 3:25, 4:15, 16:23,
twenty - 24:124:9
twin - 51:221
two - 2:20, 5:6, 5:21, 7:20,
10:11, 10:12, 11:1, 11:10,
14:15, 14:16, 15:8, 17:9,
23:2, 25:9, 25:10, 28:5, 29:3,
46:15, 47:17, 48:3, 50:6,
two-foot - 9:205:10, 67:5
two-truss - 9:7

U

41:2, 64:2, 68:25, 72:1213,
understood - 43:18
up - 4:4, 5:13, 9:21, 11:23,
21:1, 26:3, 26:19, 27:4, ,
34:17, 35:7, 36:11, 36:21,
42:12, 44:6, 44:8, 44:11,
54:6, 58:12, 59:2, 59:4, 59:5,
70:11 62:1, 66:16, 67:11,
uproot - 51:21
urge - 32:21

V

vacated - 11:14
valuable - 16:8
Van - 26:12, 26:13, 26:14
various - 6:8, 30:16, 57:20,
vast - 29:22
vehicles - 17:18, 40:24,
vehicular - 10:312, 59:13
verbal - 4:7

verification - 68:7
video - 40:240:1
virtually - 14:22, 17:22,
Virtually - 15:4
volumes - 49:19
voted - 22:23 28:15
voters - 44:2

W

13:9, 13:11, 13:12, 13:17,
14:22, 21:1, 14:14, 14:21,
W-3 - 8:23, 12:12, 12:13,
13:20, 13:23, 14:1, 14:10,
wail - 28:22, 14:25, 21:3
warning - 28:249:7, 60:1
watching - 21:14
weather - 39:6 35:13
weeks - 10:23, 10:24, 28:5,
welcome - 2:96:7, 46:10
West - 24:19 50:20, 67:6
westbank - 12:14, 12:15,
20:25, 21:22, 25:21, 26:16,
31:4, 31:8, 31:10, 33:18,
48:16, 50:21, 57:6, 64:18,
Western - 26:24
wheelchairs - 57:21:6
white - 35:3:21
wholeheartedly - 33:19, :1
Wicker - 2:25
widen - 58:1911:8, 17:14
9:3, 9:17 7:15, 8:25, 9:2,
widening - 2:10, 4:23, 5:1,
6:23, 6:25, 8:6, 8:11, 8:12,
44:15, 44:17, 44:23, 61:61,
Wiegand - 26:15, 51:5,
wife - 30:11
19:10, 20:2, 20:14, 20:20, ,
37:1, 39:20, 40:12, 40:19,
47:5, 47:11, 47:15, 49:6,
53:18, 53:24, 54:5, 54:13,
wind - 39:6, 45:15

wise - 20:238
wondering - 63:123
workshop - 25:124:24
worry - 27:13 55:23
Wow - 46:2220
wrecks - 40:25
writing - 65:2
written - 4:8, 4:12, 71:3
Y
51:23, 52:1, 52:4, 52:9, 1,
67:20, 67:21, 68:2, 68:4,
Y'all - 35:21
49:15- 24:7, 24:10, 30:20,
23:2, 23:7, 25:10, 26:17,
46:20, 47:7, 51:20, 56:5,
yielded - 23:869:3
York - 23:1111
Yvonne - 56:25, 57:1, 57:2
Z
zero - 16:3